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# MEMORANDUM OF EXISTING CONDITIONS

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Mystic River Path Connection to the  
Minuteman Bikeway Feasibility Study

March 15, 2022

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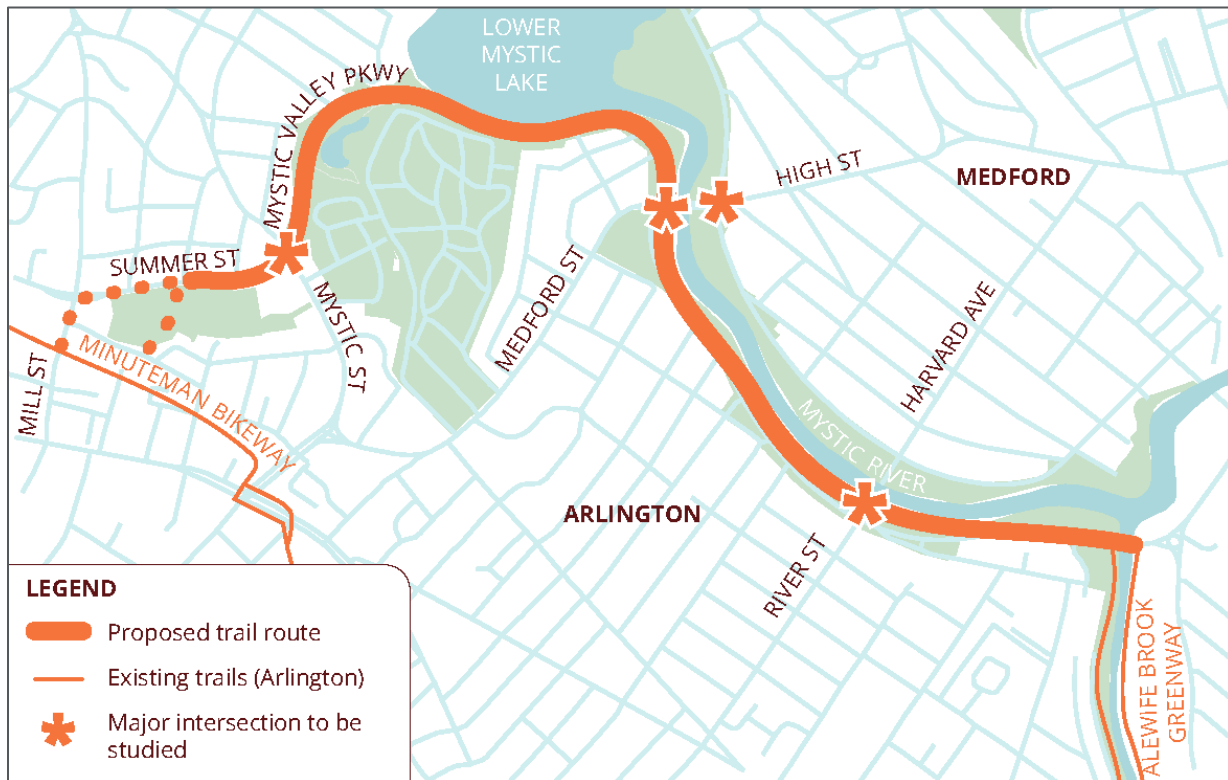
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## Purpose of the Study

The purpose of this feasibility study is to establish a preferred alignment, facility types, and intersection safety improvements for a multiuse path to run along the Mystic Valley Parkway. The path will run approximately 1.7 miles in the Town of Arlington and will connect the Minuteman Bikeway and Summer Street on the western end to the Alewife Brook Greenway near Decatur Street on the eastern end. This connector has been envisioned in several previous studies and plans as a key piece in an expanding regional trail network, as a way to increase access to the Mystic River and Mystic Lakes, and as a means to strengthen walking and biking connectivity between the Town of Arlington and City of Medford. Major intersections and rotaries within the project area are also prioritized by the Town for safety improvements.



**Figure 1** The study area includes Summer Street and the Mystic Valley Parkway connecting the Minuteman Bikeway to the Alewife Brook Greenway. The route will take path users south of Lower Mystic Lake and the Mystic River.

## Existing Conditions Overview

This memorandum records existing conditions in the project area, including desktop review of previous plans and environmental and cultural context followed by assessments of infrastructure, safety, and intersection traffic operations. For the infrastructure and safety assessments the route is broken into character segments, and intersections are described individually. Site context and current functionality is communicated with cross sections, photos, and observations from field review. Finally, members of the public have shared their experience of the area via a public meeting and online survey. This information is summarized at the end of this memorandum.

## Goals for the Connection

Goals for the path connection have been established in meetings with stakeholders who form a Project Team and the public. See the Engagement to Date & Summary of Results section for more information on these groups. The goals for the connection are to:

- Provide an accessible route that contributes to a regional biking network by connecting the Minuteman Bikeway, Mystic River Paths, and Alewife Brook Greenway
- Strengthen the walking and biking network between Arlington, Medford, and Somerville by developing connections to perpendicular streets, sidewalks, and planned bike routes
- Increase safety and comfort for all users, particularly at intersections and rotaries
- Improve access to and views of the Mystic River and Mystic Lakes to enhance people's experience and draw them to these resources
- Reduce emissions by increasing bicycle mode share, and incorporate planning and design concepts that contribute to climate resiliency
- Preserve and enhance wetlands, trees canopy, and animal and plant habitat

## Regional Context & Related Planning Initiatives

The proposed connector will increase regional biking connectivity by filling a gap between the Minuteman Bikeway, Mystic River paths, and Alewife Brook Greenway. The connector will also expand access to treasured open spaces – the Mystic River and Mystic Lakes State Park, Mystic River Reservation, and Alewife Brook Reservation. Given the number of environmental and cultural resources involved, several prior plans exist from which to draw project priorities and conceptual ideas. This section includes information collected from a review of the existing plans and studies.

### Regional Greenway Initiatives

This project has been envisioned through several initiatives and greenway network plans that propose large, connected biking and walking networks to support public and environmental health and bolster the Boston area's economic growth. These plans include the:

- Metropolitan Area Planning Council (MAPC) LandLine Network Plan, which proposes to connect 1,400 miles of trails and greenways in the Boston metropolitan area.
- Mystic River Watershed Association Mystic Greenways Initiative, which seeks to connect 25 miles of paths, improve parklands, and engage thousands of community members along the Mystic Lakes and Mystic River to Boston Harbor.
- Livable Streets Alliance Emerald Network, which envisions 200+ miles of seamlessly connected greenways in the Boston area.



This project additionally helps meet connectivity, access, safety, and sustainability goals of the Boston Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan, Destination 2040, and the MAPC MetroCommon x 2050 long-range regional plan.

### **Department of Conservation and Recreation Plans**

The state Department of Conservation and Recreation (DCR) released the Mystic River Master Plan in 2009, which envisions a continuous river corridor trail system within the Mystic River Reservation running east from the confluence of the Mystic River with Alewife Brook. The master plan identifies a primary paved trail for family use to be located 25 feet from the river and secondary paths paved with stabilized stone dust or soil surfacing closer to the river. Within the Mystic-Alewife confluence area, the location relevant to this feasibility study, the master plan recommends:

- on-road bike lanes to accommodate commuters along the Mystic Valley Parkway and across the Harvard Avenue/River Street Bridge, connecting to Dugger Park
- interpretive signage near the Harvard Avenue/River Street bridge in both Arlington and Medford
- an overlook at the bend of the Mystic River directly north of Alewife Brook and a cleared view on the Medford side of the river
- an improved crossing at Decatur Street

The master plan also makes recommendations for improvements along the Mystic Valley Parkway, including pruning trees for deadwood and views to the river, planting trees to fill canopy gaps, and replacing metal guardrails with steel backed wood post/timber guardrail.

DCR released its Parkways Master Plan in 2020, which makes short- and long-term recommendations throughout the length of the Mystic Valley Parkway from Mystic Street to Alewife Brook Greenway. In the short-term, the plan recommends installing bike lanes or buffered bike lanes, depending on location, along the parkway and to channelize vehicle movements at the rotaries with pavement markings. In the long-term the plan recommends:

- narrowing travel lanes
- crosswalk/curb ramp additions and access upgrades at the rotaries, Mystic Street intersection, and River Street intersections
- reconstruction of the rotaries and signalized intersections to close driveways, provide bicycle facilities, and address signal operations for pedestrian and cyclist use
- building a shared use path from Mystic Street intersection to Medford Street/High Street rotary
- considering reconstruction of sidewalks to create shared use paths on the High Street bridge
- creating a pedestrian crossing at Park Street and to other intersecting side streets

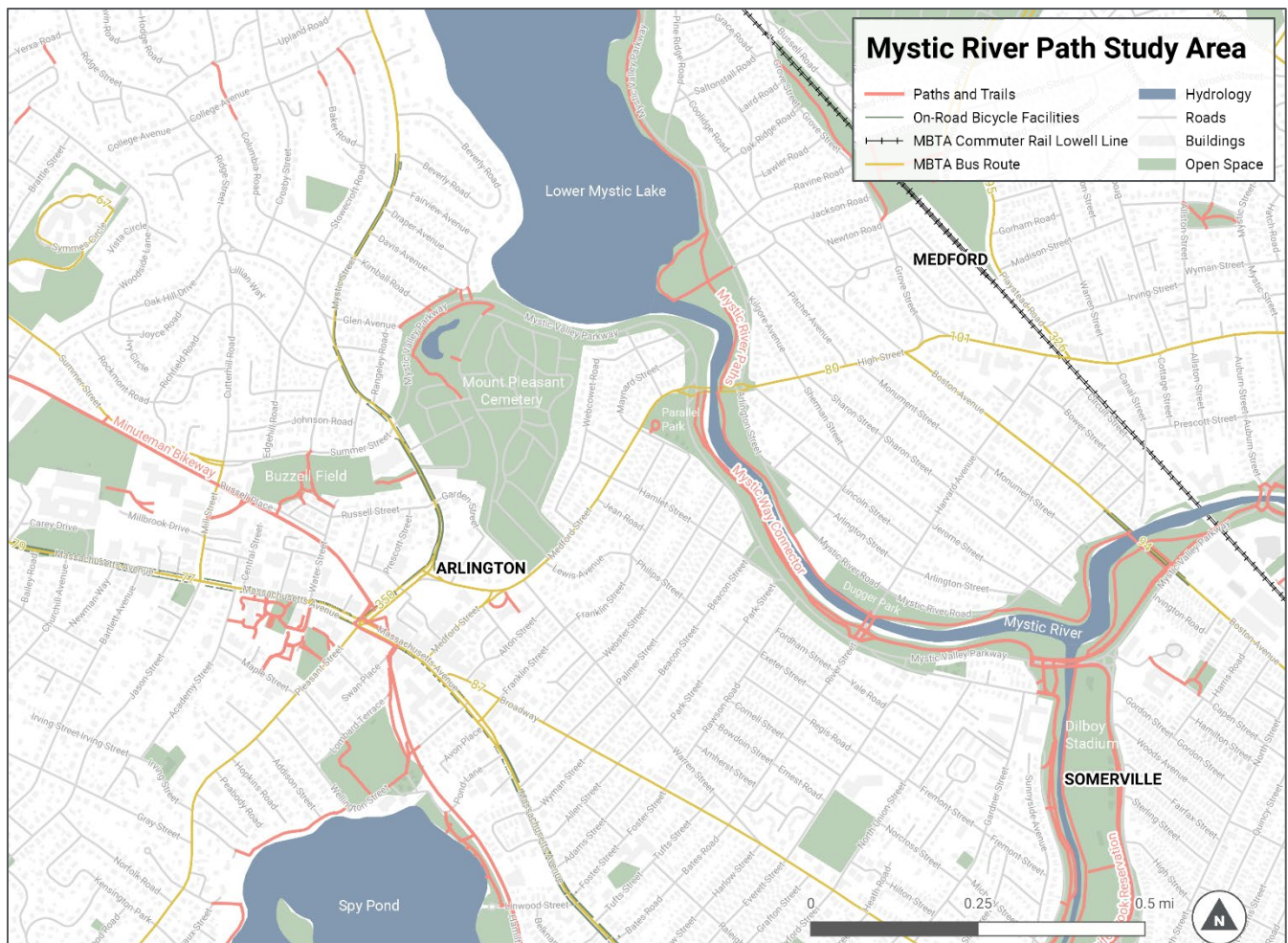
From Medford Street/High Street rotary to Alewife Brook Parkway, the plan recommends these alternatives for a low-stress bicycle facility:

1. "Raised one-way separated bike lanes within the existing curb-to-curb width.
2. A raised two-way separated bike lane along the riverside edge within the existing curb-to-curb width.
3. A paved shared use path within the parkland along the river edge."

## Local Context & Plans

The project area is part of a unique environmental and recreational network. The Mystic Valley Parkway is on the National Register of Historic Places, and according to its [registration form](#), it was conceptualized by landscape architect, Charles Eliot, and the Olmsted Brothers firm as one of the earliest river parkways in the region.

Today, the project area encompasses approximately .25 miles of the southern shore of Lower Mystic Lake, part of the Mystic Lakes State Park, which supports activities such as swimming, non-motorized boating and sailing, paddling, picnicking, and bird-watching. The project area also includes approximately .95 miles of the Mystic River from Lower Mystic Lake to the Alewife Brook, and asphalt, earth, and stonedust paths run along this length of river. The lake, river, and adjacent parkland provide a scenic experience for people walking, biking, and driving.



**Figure 2** The study area includes existing paths and trails, transit routes, and immediate connections to open space and recreation opportunities.

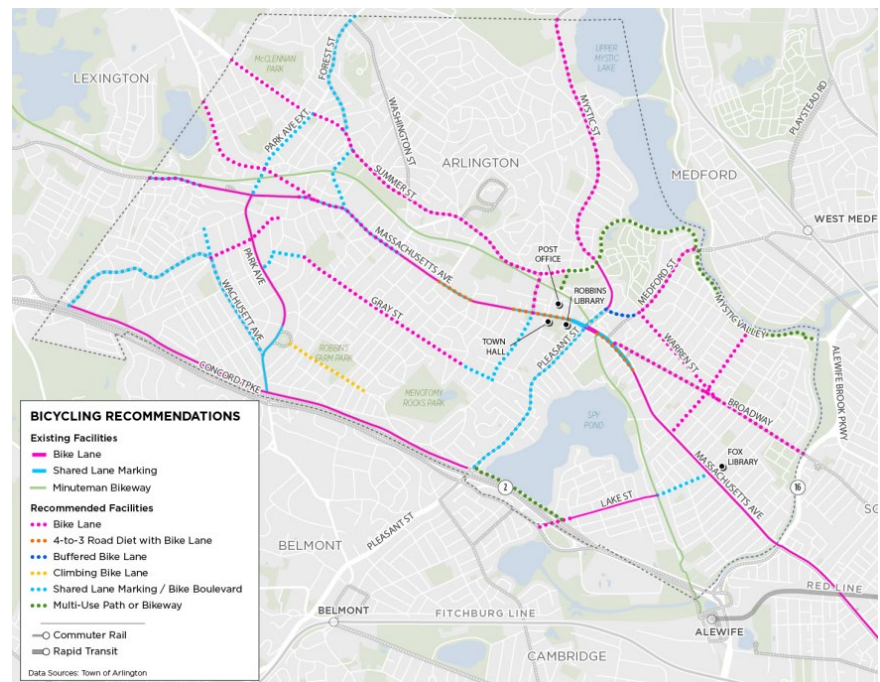
Along both the parkway and west on Summer Street, the proposed connector has the potential to strengthen walking and biking connections to perpendicular neighborhood streets, as discussed in the Infrastructure & Safety Assessment, and to local open spaces such as Buzzell Field, Mt. Pleasant Cemetery, and Parallel Park. The connector will also strengthen connections between Arlington and Medford, including to Dugger Park on the Medford side of the Mystic River and to the Dilboy Stadium area in Somerville as well.

Existing bike facilities include shared lane markings and a north and south-running bike lane on Mystic Street between the intersection and Chestnut Street. Transit connections to the route include MBTA bus routes 80 and 95, which run east-west over the High Street bridge along Medford Street / High Street / Route 60. Bus route 350 runs north-south through the Summer Street / Mystic Street / Mystic Valley Parkway intersection.

## Town of Arlington Plans

To better understand local context and priorities, Toole Design reviewed several documents from the Town of Arlington, including the 2015 Arlington Master Plan: Your Town, Your Future, 2015-2022 Open Space and Recreation Plan, and 2019 Mill Brook Corridor Report. Some overlapping issues in these documents relevant to the study project area are flood control, habitat corridor, and increasing public access to Lower Mystic Lake and the Mystic River. The Mill Brook report calls for increasing walking and biking access through Buzzell Field.

The Connect Arlington Sustainable Transportation Plan published in 2021 identifies community visions and goals of an “effectively, efficiently, and equitably” operating transportation network in Arlington. The plan emphasizes a pedestrian-first vision that aims to shift commuters away from driving alone to other modes like bicycling and taking public transit. Mode shift is intended to be achieved through implementation of enhanced active-user options and connections proposed by the sidewalk improvements program and recommended bicycle network, as shown in Figure 3. Building a multiuse path from the Minuteman Bikeway along Summer Street and Mystic Valley Parkway is one of the projects Connect Arlington proposes as a step towards developing a low-stress bicycling environment. Safe, accessible, climate-conscious, and economy-stimulating projects are highlighted as being essential for Arlington to reach their plan goals.



**Figure 3 Recommended Bicycle Network Proposed in Connect Arlington Sustainable Transportation Plan**

Arlington’s 2021 Net Zero Action Plan identifies helping people drive less as a key part of its roadmap to reducing greenhouse gas emissions. It supports the recommendations and strategies of Connect Arlington.

The 2017 Arlington Arts & Culture Action Plan identifies that Arlington residents want art integrated into public space improvements, into bike racks and street furniture, and as part of improvements to the Minuteman Bikeway.

Toole Design reviewed Town of Arlington Bylaws (updated to 2020) and 2018 Zoning Bylaws. The zoning bylaws designate the project area along the Mystic Valley Parkway as part of an overlay Floodplain District and Inland Wetland District, as identified through Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). In short, district lands are regulated by Wetlands Protection Regulations of Town Bylaws and state wetlands regulations. The designation seeks to control development to prevent the reduction of water-carrying capacity of water bodies, to protect the public from hazards and loss, and to protect water quality. Town Bylaws also establish regulations for stormwater management and tree preservation.

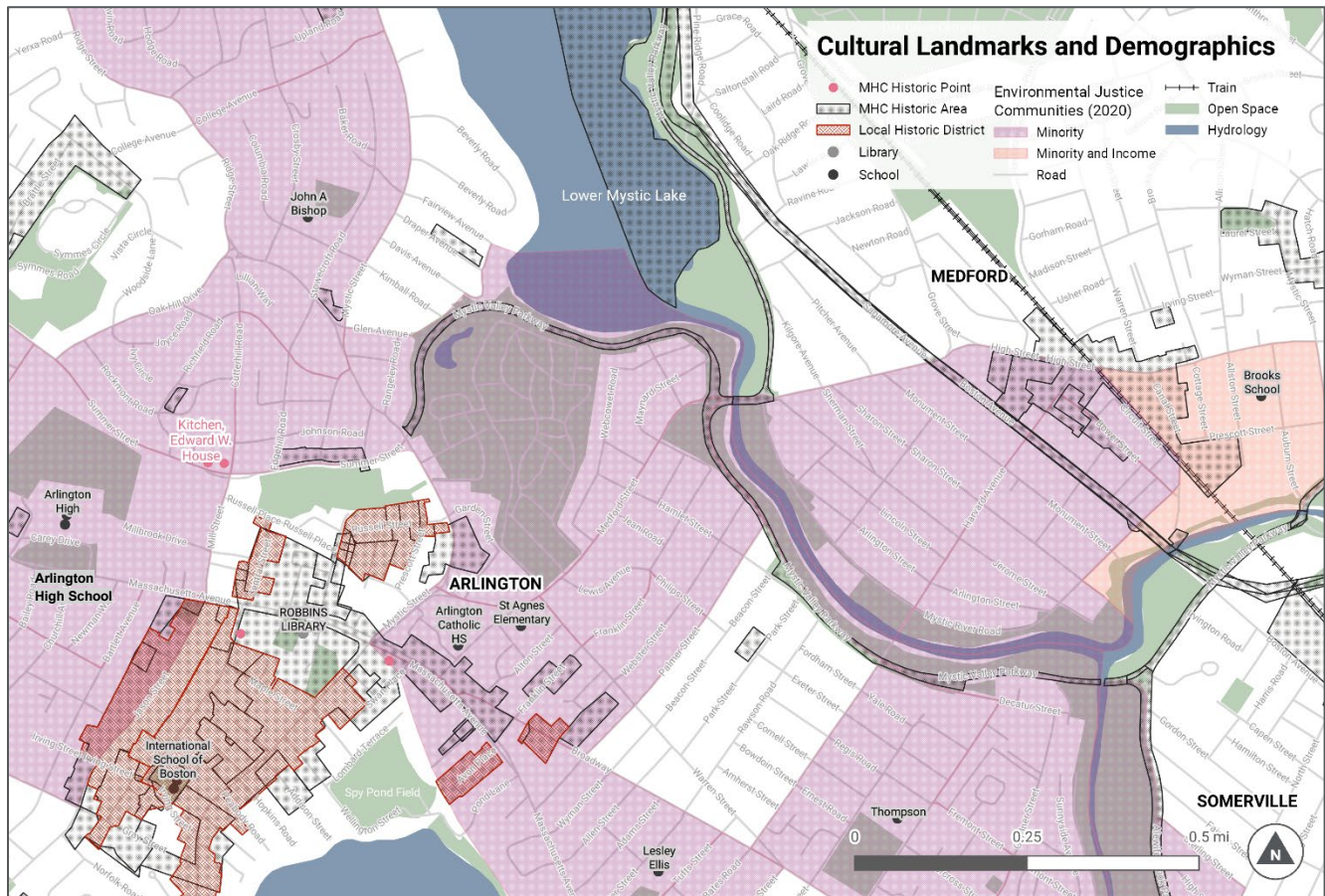


## City of Medford Bicycle Infrastructure Master Plan

Finally, Toole Design reviewed the City of Medford 2016 Bicycle Infrastructure Master Plan, which recommends that High Street be redesigned as a Complete Street and the High Street rotary to incorporate bike shared lane markings and signage. Harvard Avenue to the Harvard Avenue/River Street bridge is recommended for shared lane markings and signage. City of Medford staff are incorporated into the stakeholder Project Team.

## Cultural and Demographic Context

The map in Figure 4 illustrates the cultural, civic, and demographic context of the project area. Massachusetts Historical Commission points show National Register of Historic Places homes adjacent to the project area. The nationally registered Mystic Valley Parkway and adjacent river land are owned by DCR so fall under Massachusetts Historical Commission review. Generally, libraries and schools are not located directly adjacent to



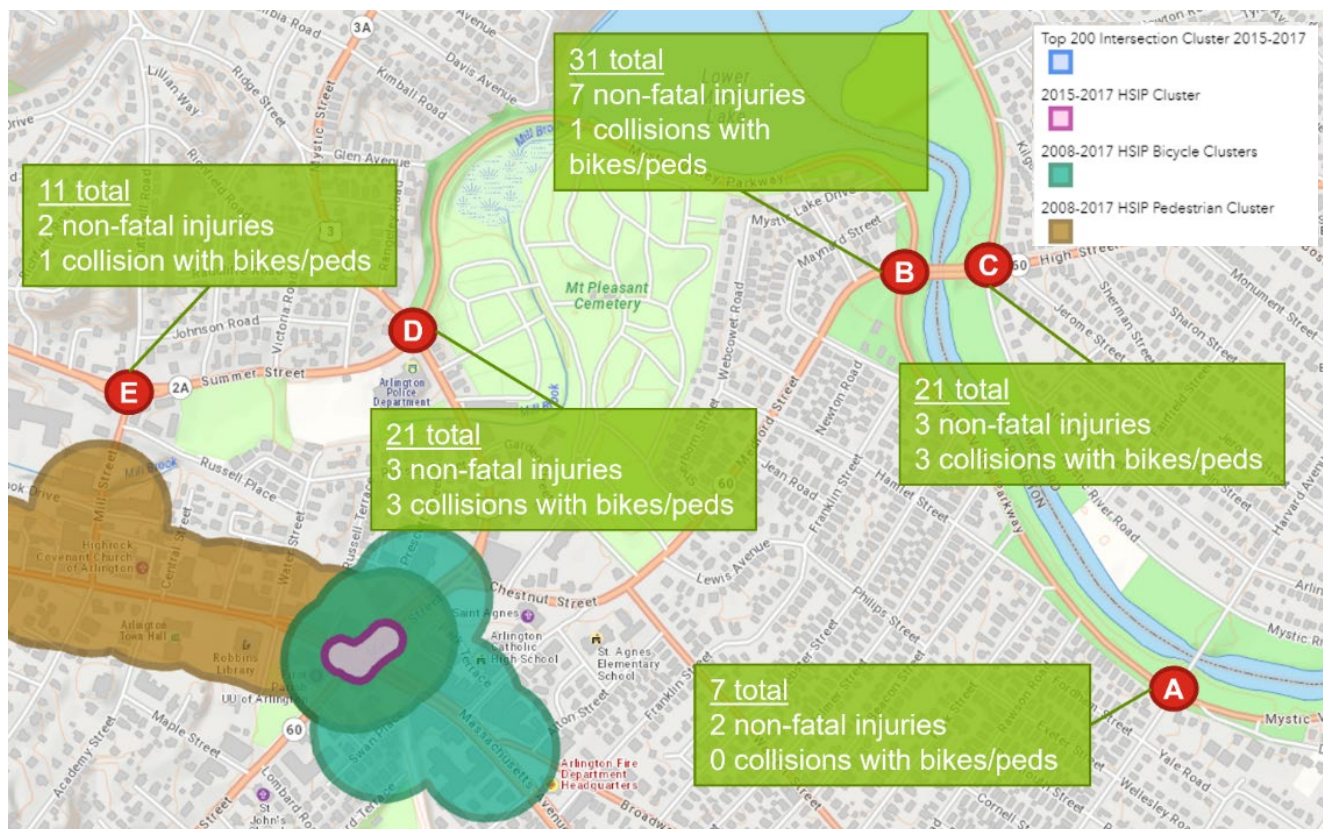
**Figure 4 Historic places, libraries, schools, and Environmental Justice communities**

the potential route, but Arlington High School lies off the Minuteman Bikeway, so the proposed route may help strengthen biking connections to the school.

The map also shows 2020 Environmental Justice populations as designated by 2021 Environmental Justice Policy from the Massachusetts Executive Office of Energy and Environmental Affairs (EEA). The data includes 2019 Census block groups. Several block groups within the study area are designated as Minority populations, with either 39.5% or more minority population within the block group or with a minority population between 24.5% and 39.5% and a median household income (MHHI) less than 150.5% of the state MHHI. The Environmental Justice designation confers extra responsibility on DCR and partner agencies to ensure that project area public land is preserved, remains accessible, maintained, and helps communities be climate resilient.

## Crashes

Toole Design conducted a high-level review of collisions occurring at the study area intersection to identify and evaluate possible safety issues that may exist. Further discussion of those potentially contributing roadway features is included in the Infrastructure & Safety Assessment section. None of the intersections are within the Highway Safety Improvement Program crash cluster locations which typically indicate that an intersection or corridor falls within the top 5% of high crash locations in Massachusetts (Figure 5).



**Figure 5 Summary of intersection crashes. No study area intersection falls within a HSIP Crash Cluster.**

Toole Design reviewed crash data from MassDOT's Impact crash portal for January 2017 through December 2020. Crash data reviewed may not encompass all collisions occurring at the intersections. Review of crash reports from the Arlington Police Department were not included in the scope of this study but could provide insight to roadway and intersection features that may be attributed to recorded collisions.

A total of 91 collisions occurred at the five study area intersections, with the most occurring at Mystic Valley Parkway at Medford Street/High Street. A majority of the collisions at the intersections resulted in property damage only (70 crashes, 77% of all crashes) and the most commonly occurring crash were angle collisions (43 crashes, 47% of all crashes).

Of all the collisions occurring, 8 crashes (9% of all collisions) involved pedestrians or cyclists. Most collisions involving pedestrians or cyclists occurred at Mystic Valley Parkway/Arlington Street at High Street and at Mystic Valley Parkway/Summer Street at Mystic Street. Table 1 summarizes the crash years, types, and severities at each of the study area intersections as well as the number of collisions involving pedestrians or cyclists at the respective intersections (Figure 5).

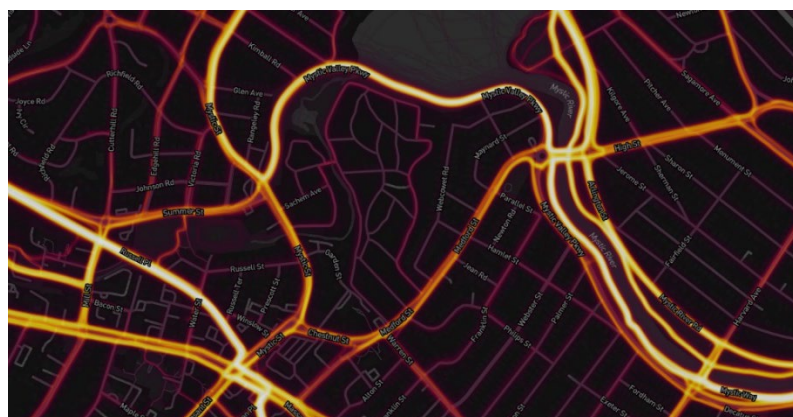


**Table 1. Crash Summary at Study Area Intersections (January 2017 to December 2020)**

	Mystic Valley Pkwy at River St	Mystic Valley Pkwy at Medford St/High St	Mystic Valley Pkwy/ Arlington St at High St	Mystic Valley Pkwy/Summer St at Mystic St	Summer St at Cutter Hill Rd/Mills St	Total	Percent of Total
<b>Year</b>							
2017	3	8	5	6	3	25	27%
2018	3	6	7	7	2	25	27%
2019	1	11	4	5	4	25	27%
2020	0	6	5	3	2	16	18%
<b>Severity</b>							
Property Damage Only	5	23	17	17	8	70	77%
Non-fatal Injury	2	7	3	3	2	17	19%
Fatality	0	0	0	0	0	0	0%
Not reported/Unknown	0	1	1	1	1	4	4%
<b>Type</b>							
Single Vehicle	0	4	1	3	2	10	11%
Rear-end	2	3	4	1	1	11	12%
Angle	3	17	12	7	4	43	47%
Sideswipe, Same Direction	1	5	2	5	3	16	18%
Sideswipe, Opposite Dir.	0	1	1	2	0	4	4%
Head-on	1	0	0	1	0	2	2%
Unknown	0	1	1	2	1	5	5%
<b>Collisions involving pedestrians or cyclists</b>	<b>0</b>	<b>1 (non-fatal injury)</b>	<b>3 (non-fatal injuries)</b>	<b>3 (1 no injury, 2 non-fatal injuries)</b>	<b>1 (non-fatal injury)</b>	<b>8</b>	<b>9%</b>
<b>Total</b>	<b>7</b>	<b>31</b>	<b>21</b>	<b>21</b>	<b>11</b>	<b>91</b>	<b>-</b>

## Pedestrian & Bicycle Activity

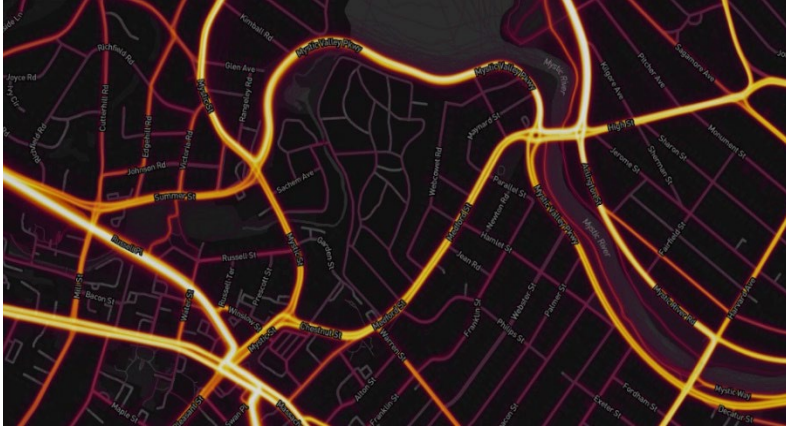
The following is a summary of pedestrian and bicycle activity in the project area. Motor vehicle activity is discussed within the Traffic Assessment section of this memorandum.



**Figure 6 Strava recorded walking and running activity**

Strava allows people to track their exercises by foot, bike, snow or water sport. While the mobile app is typically used by highly active people, heat maps from the app provide insight on where people walk and bike within the study area.

Walking/running activity, represented in Figure 6, is most heavily shown with thick bright whites along the paths near the Mystic River versus thinner oranges and reds on connecting streets.



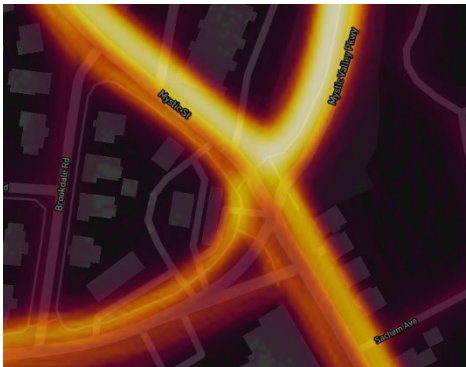
**Figure 7 Strava recorded biking activity**

In contrast, bicycling activity (Figure 7) appears more evenly distributed between the parkway and large connecting streets, while less activity is seen on neighborhood streets than in the pedestrian map, except for the streets connecting to Summer Street. Between Medford Street rotary and Harvard Avenue/River Street bridge, cyclists are typically using the roadway rather than the earth and stonedust path near the river that is popularly used by pedestrians. In both figures, Summer Street between Mystic Street and Mill Street sees less walking and biking activity than along Mystic Valley Parkway and the Minuteman Bikeway.



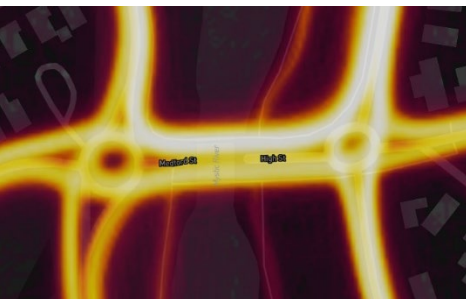
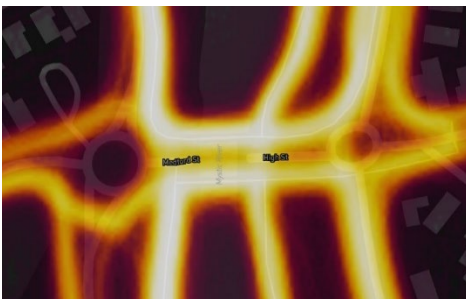
**Figure 8 Walking/running (left) and biking (right) activity near Summer Street/Mill Street and Buzzell Field**

As represented in Figure 8, cyclists and pedestrians similarly use the Buzzell Field path less than Mill Street between Summer Street and the Minuteman Bikeway.



**Figure 9 Pedestrian (left) and bicycle (right) activity at Summer/Mystic intersection**

At the Summer Street / Mystic Street / Mystic Valley Parkway intersection, bicycle and pedestrian paths are concentrated on along the northern corner of the intersection (Figure 9). Pedestrian activity suggests a greater concentration of use of the northern crosswalk compared to more diffuse crossing patterns for people biking through the intersection.



**Figure 10 Pedestrian (left) and bicycle (right) activity at the study area rotaries**

The rotaries see high pedestrian activity along the river paths both south and north of High Street bridge, while cyclists appear to be more heavily making a loop on the north side of the bridge (Figure 10).



## Land Ownership

The map in Figure 11 highlights Town owned properties, including Arlington Parks and Recreation Commission's Buzzzell Field and parcels along the western end of Mystic Valley Parkway. The Arlington Police Department is located on the southwest corner of the Summer Street/Mystic Street/Mystic Valley Parkway intersection, and the Arlington Housing Authority owns Cusack Terrace just to the west, shown in purple on the map. The Arlington Conservation Commission does not own land within the project area, but the Conservation Commission has review and permitting jurisdiction over land within 100 feet of wetlands, lakes, or ponds (Regulated Wetland Area) and within 200 feet of rivers and streams (Riverfront Area). These regulated areas include Lower Mystic Lake and the Mystic River.

The parkway and land between the parkway and Mystic River is owned by DCR, while the land on the opposite side of the parkway is largely privately-owned.

The Massachusetts Department of Transportation (MassDOT) owns the High Street and Harvard Avenue/River Street bridges and the culvert over the Mill Brook and Mystic Valley Parkway at the western end of Lower Mystic Lake. All other roads are owned and maintained by the Town of Arlington, including Summer Street (State Route 2A), Mystic Street (State Route 3/3A/2A), and Medford Street/High Street (State Route 60).

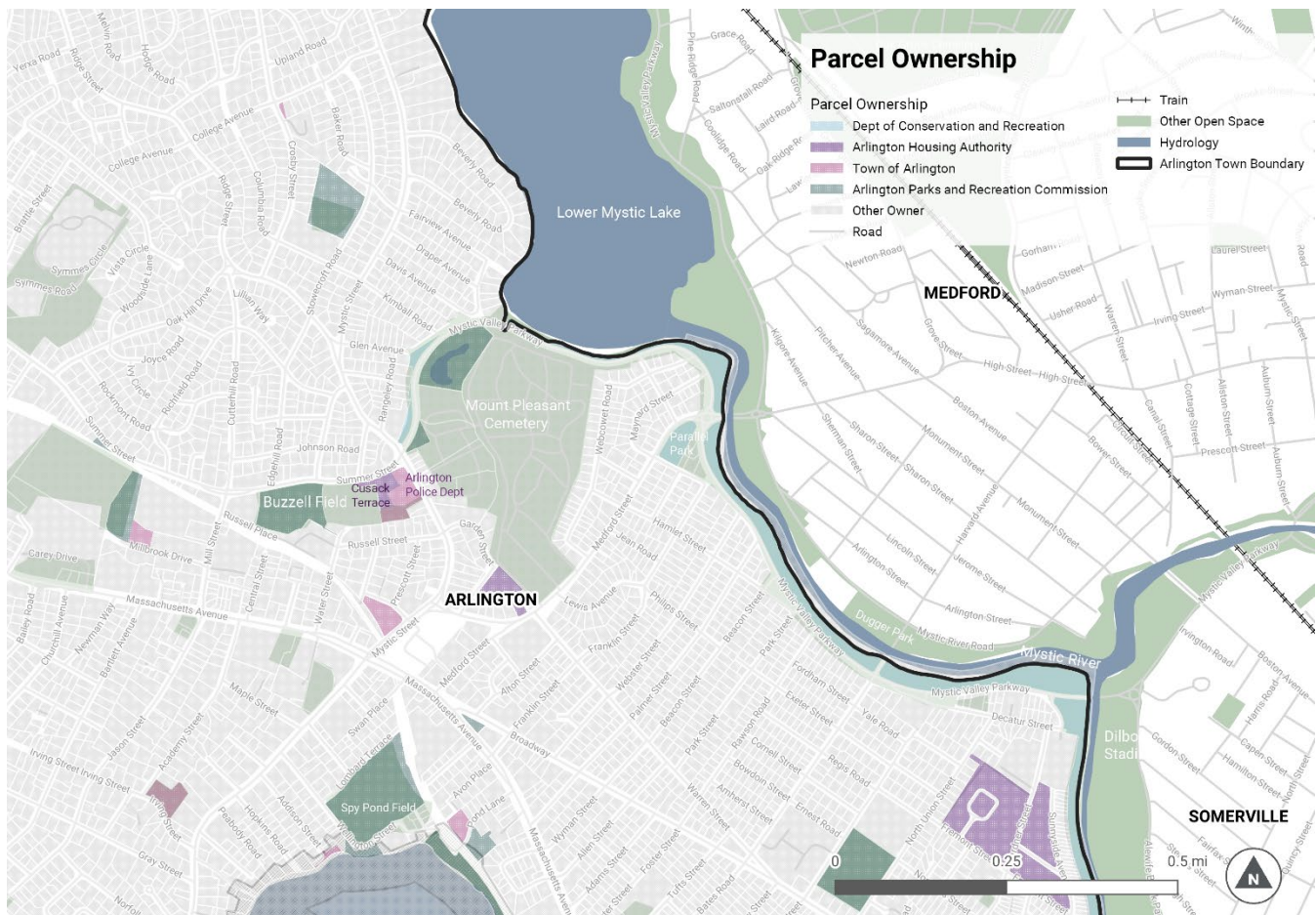
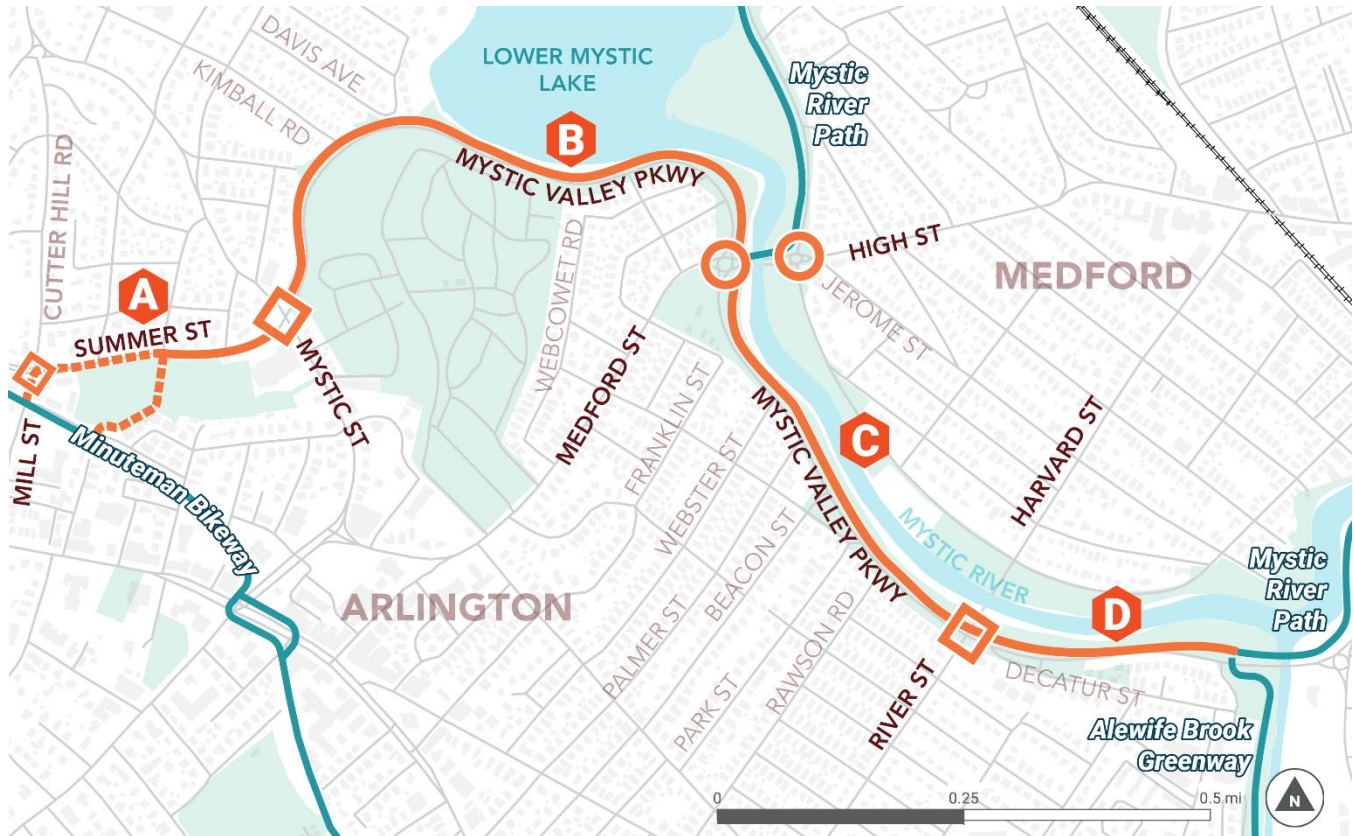


Figure 11 Public land ownership within the project area



## Infrastructure & Safety Assessment

The following pages provide an assessment of existing infrastructure, site context, and safety observations in the study area as broken down by character segments and intersections. The assessment includes cross section dimensions and observations on Americans with Disabilities Act (ADA) needs, utilities, topography, amenities, vegetation, and perpendicular streets. Traffic operations and signalization are described in the Traffic Assessment section of this memorandum.



**Figure 12 Segments and intersections**

It is important to note that, beyond the Minuteman Bikeway and Alewife Brook Greenway as the outer bounds of the study area, bike infrastructure is generally nonexistent in the study area. Some bike facilities are described at the Summer Street / Mystic Street / Mystic Valley Parkway intersection. Evaluating infrastructure for the safety and comfort of people on bikes is a key component of the alternatives development stage of this project.

## Summer Street and Mill Street / Cutter Hill Road Intersection

The western limit of the study area is formed by the intersection of Summer Street and Mill Street / Cutter Hill Road and the Minuteman Bikeway as it crosses Mill Street just south of the intersection. The intersection is one of two potential locations through which the study route can turn south and connect to the Minuteman. The other location is Buzzell Field just to the east of the intersection and a housing complex and south of Summer Street.

See the Traffic Assessment section for a description of lane configuration and signal phasing at this intersection.

### Infrastructure Observations

- Medians exist on all sides of the intersection. The medians on the west and eastbound approaches cut into crosswalks. The median on the south side is too small to provide any functionality but sign holding, and the median on the north has a pedestrian refuge island that is too narrow for use by more than one person at a time
- Curb ramps appear to be ADA compliant. However, two are apex ramps and only a ramp on the northeast corner appears to adequately direct people across the street. Curb ramps and crosswalks at this intersection were replaced in about 2019 via an MBTA PATI project
- Only one drainage inlet appears to exist near the intersection on the eastbound approach on Summer Street. Drainage mostly appears to be directionalized down Mill Street
- Signal equipment interrupts the southwest corner sidewalk and partially interrupts the northwest sidewalk
- Sidewalk pavement is in fair to good condition, but roadway pavement is cracking across crosswalks and elsewhere

### Safety Observations

- Intersection appears lit on only the southwest corner, so it is assumed that all crossings are not well lit and that additional lighting must be added if the trail is brought through the intersection
- Sightlines of those headed northbound from Mill Street are limited due to the fence on the southeast corner of the intersection
- Turning radii appear wide, particularly on the south side of the intersection, which may encourage cars to speed around turns
- The medians typically do not provide a safety benefit for pedestrians.



Figure 13 (Left) view looking north at cracked pavement within the crosswalk from the southeast corner of the Summer and Mill/Cutter Hill intersection. (Right) Looking west from wide turning radius and apex ramp to a small median.

### *Mill Street to the Minuteman Bikeway*

The connector path may connect through the Summer Street / Mill Street / Cutter Hill Road intersection down Mill Street to the Minuteman Bikeway.

#### **Cross Section**

- 36' wide roadway with a right turn lane northbound
- 5' wide sidewalks both sides, with utility poles in the eastern sidewalk
- Minuteman Bikeway is 85' from where the curb begins to widen into the Mill/Summer intersection

#### **Infrastructure & Safety Observations**

- Hydrants, utility poles, and signage narrow the sidewalk
- The Minuteman Bikeway, while visible from the intersection, is not well identified at the Mill Street crossing
- Drainage inlets are located just north of the Minuteman Bikeway on both sides of the road and would interrupt a potential connector route
- Russell Place, a private way that connects to Water Street, is present on the east side of Mill Street north of the Minuteman Bikeway. It is used frequently by cut-through traffic, so vehicles may be expected to turn here across the potential connector if it is located on the east side of the road.

## Segment A. Summer Street & Buzzell Field

### *Summer Street*

From its intersection with Mill Street to the intersection with Mystic Street and Mystic Valley Parkway, Summer Street is just over .25 miles long. There are no bus routes through this portion of Summer St.

### **Cross Section**

- The right-of-way (ROW) is between 43' and 53' wide as measured via MassMapper property tax parcel data from the Town of Arlington Assessor. This data may be inaccurate. ROW measurements across all segments may not reflect useable width given topography, drainage, and other features.
- 38' curb-to-curb roadway width with two 13-14' wide lanes
- 4-6' shoulder on the south side, 2-6' shoulder north side. Parking is restricted at the Buzzell Field entry as well as at the crosswalk at Victoria Road. Parking is heavy on both north and south sides of Summer Street and side streets during games at the ballfields at Buzzell Park and when there are Arlington Catholic games at their field.
- 5.5' sidewalk south side, extra 2.5' of lawn to chain-link fence that lines Buzzell Field; sidewalk narrows slightly and has no lawn buffer in front of Arlington Catholic field
- 7' sidewalk north side though narrows to as little as 4' between Victoria and Brookdale Roads with an adjacent narrow lawn strip toward the road

### **Infrastructure Observations**

- One crosswalk with high visibility signage is located across Summer Street at Victoria Road intersection. The crosswalk is close to but not directly aligned with the entry to Buzzell Field. The southern curb ramp does not include a detectable warning panel.
- Utility poles and hydrants are located south of Summer Street within the narrow sidewalk
- Multiple parking-related signs are located within sidewalk
- Driveway cutout is located east of Edgehill Road into Buzzell Field with a gate in the fence that is likely used for Department of Public Works (DPW) access
- Southern shoulder adjacent to Buzzell Field is filled with cars on game days, which narrows roadway
- Pavement conditions on edges of roadway are in fair condition, with cracking or patches in some locations
- At least three (3) stormwater inlets on south side of roadway, with one on the north side halfway between Edgehill and Victoria Roads; manholes observed within the roadway and on the sidewalk at various points on the north side of Summer Street
- Cobra head lights are located on the utility poles

### **Safety Observations**

- Vehicles were observed moving fast through Summer Street at a time when few vehicles were parked along the road.
- There is very poor sight distance for pedestrians at the crosswalk at Victoria Road, especially for crossing from the park to Victoria Road. There is also poor sight distance for eastbound drivers to the park side of the crosswalk. The horizontal curve and parked cars near the crosswalk contribute to this issue.
- Residences, multiple driveways, and three (3) cross streets – Edgehill Road, Victoria Road, and Brookdale Road – present on north side so may present more potential for conflict with a bike path
- Edgehill Road and Brookdale Road meet Summer Street at slightly skewed angles, which may affect sightlines for drivers to see cyclists coming



## Buzzell Field

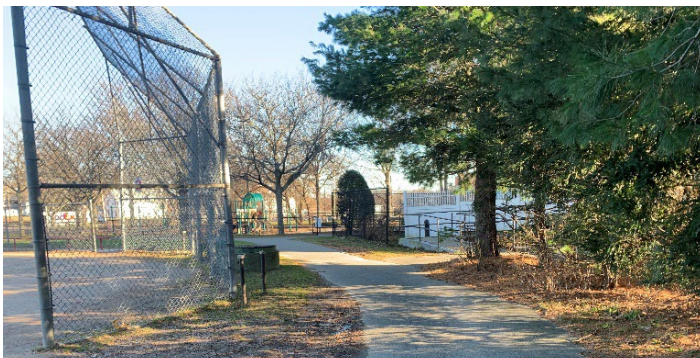
Buzzell Field contains a basketball court, playground, and two baseball diamonds, plus a monument to Lieutenant Richard H. Buzzell with benches and a flagpole. A 6' wide entry path near Summer Street travels between the court and monument and then splits in two around the play area. The eastern segment connects to a multi-family housing complex, and the land slopes downhill to the east from this path into a vegetated area. The western path travels to the east side of a ball field and exits out the southern side of the field to a parking lot and the Minuteman Bikeway. The field is heavily used and crowded with people on game days, so the proposed connector may conflict with this use.

### Infrastructure Observations

- The perimeter of Buzzell Field is lined with trees, including south of the fence at Summer Street
- The path between the basketball court and playground is narrow and turns at 90-degree angles
- The western baseball diamond is approximately 20' from a line of trees with a slope down from the road
- Where the path exits via the south side of Buzzell Field and runs perpendicular into the Minuteman, this entry is barely legible from the Minuteman and requires a sharp turn between trees

### Safety Observations

- The area between the eastern baseball diamond and vegetation in front of residences is approximately 18' feet wide, which is very narrow when people fill up the path during game days; the path itself is 8-10' wide at this point. This may cause conflict between ball field users and path users
- There is no lighting in the park except for ball fields. Ball fields are only lit during evening games. The path may not be well lit through the field on non-game days. The path as it meets the Minuteman may also be under lit.



**Figure 14 (Clockwise from top left) Summer St looking east from the entry to Buzzell Field, with a signed pedestrian crossing further east that is unaligned with the entry to the field; the narrow Buzzell Field path between the basketball court and play area; a view from the Minuteman Bikeway of the barely legible connection to Buzzell Field between trees; a slightly wider Buzzell Field path is constrained between the baseball field and vegetated area near homes**

## Summer St / Mystic St / Mystic Valley Parkway Intersection

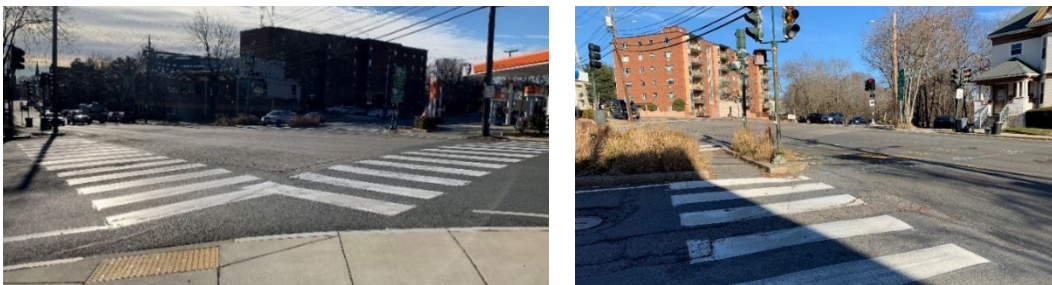
This intersection is a safety priority for the Town. It is approximately 195' long north to south, and Summer Street and the Mystic Valley Parkway are offset. Shared lane markings are present on Mystic Street north of the intersection. Standard bike lanes are painted south of the intersection to Chestnut Street, with shared lane markings for the northbound lane directly at the intersection. Bike lanes should be connected to the path. See the Traffic Assessment for a description of lane configuration and signal phasing for this intersection.

### Infrastructure Observations

- Several lanes around the intersection are between 16' and 24' wide, with the southbound lane from the parkway allowing right turning drivers to slip around through vehicles.
- No crosswalk exists across Mystic Street on the south side of the intersection.
- While curb ramps include detectable warning panels, the northern most corner includes an apex rather than preferred directional ramps. Vegetation partially covers the northeast ramp landing. The ramp south of the gas station driveway is positioned so people are directed toward the intersection rather than slip lane island. The narrow island path next to the slip lane does not include warning panels.
- The northern median on the Summer Street leg cuts into crosswalk width.
- The parkway travels down an approximately 5-7% grade east of the intersection. DCR owns the property on the northeast corner of the intersection, so opportunity exists to mellow the grade with a curved path.
- Drainage inlets appear on the Summer Street leg and on the northern leg of Mystic Street.
- Pavement is cracked on the Summer Street leg in the crossings.

### Safety Observations

- The slip lane may encourage vehicles to move at higher speeds as they turn right onto Mystic Street. Also, there is no sign prohibiting right turns on red from the right turn slip lane from Summer to Mystic.
- West of the intersection, the Dunkin' and gas station on the north side of Summer Street have high use driveways that could pose danger to path users if the path is located to the north. The south side includes driveways for Cusack Terrace, which are assumed to be lower volume. It is also important to note that on the north side of the street, once a week a tractor-trailer delivery truck parks in front of Dunkin' to make a delivery. This significantly impacts and narrows the roadway and produces a sight distance problem for people exiting Brookdale Road.
- The steep grade down the parkway may affect sightlines from and to the intersection.
- A Gulf gas station entry-only driveway faces directly into the intersection on a wide turning radius that may encourage high vehicular turning speeds. Vehicles were observed moving quickly into this driveway.
- Lighting exists on all but the northwest corner of the intersection where the path would come up. Lighting at the curb ramp south of the gas station may be inadequate given the size of the intersection, though gas station lighting may increase visibility. The light on the northeast side does not face the crossing.



**Figure 15 (Left) View of the apex ramp from the northwest side of the intersection where the path is likely to come up grade; (Right) View west across the slip lane and cracked pavement to the refuge island with no detectable warning panels and narrow maneuvering space.**

## **Segment B. Mystic Valley Parkway & Lower Mystic Lake**

This segment is approximately .7 miles long and, as a western leg of the Mystic Valley Parkway, has a wooded parkway character with a roadway that heads north from the Mystic / Summer intersection before curving east. The segment journeys south of Lower Mystic Lake for approximately a quarter mile. The entire segment is a no-parking zone.

### **Cross Section**

- The ROW is a minimum of 45' wide and varies much higher in this segment.
- Roadway varies between 30 and 40' wide with two lanes each 11-15' wide and 4-5' wide shoulders
- An existing asphalt sidewalk is 7-8' wide and separated from the roadway by a narrow lawn strip
- A short sidewalk also exists on the west side of the road between Medford Street and Maynard Street
- From a guard rail behind the sidewalk to the curb face the width is 10-12'
- Woodland or lake and vegetated bank on northern side of roadway
- Woodland and steep hill up to cemetery and residences on south side of roadway

### **Infrastructure Observations**

- Cut-throughs from neighborhood streets exists at Emerson Road / Kimball Road and at Davis Avenue in the western portion of the segment. Cut-throughs are steep and not ADA-compliant. They are partially paved.
- Opportunity for selective vegetation clearing and overlook at lake
- Concrete culvert described in Bridges & Culvert section
- The asphalt is in fair to poor condition, with numerous cracks across the pavement that make it inaccessible.
- The grass strip is mostly worn down to earth, likely by runners seeking a softer surface
- A large open lawn area sits east of the parkway across from Mystic Lake Drive and Maynard Street. The sidewalk in this portion stays near the roadway.
- Historic-style cobra head light poles are located in the grass buffer between the sidewalk and roadway
- Few drainage inlets are present in this segment, though there are inlets on both sides of the roadway. Inlets are located on all corners of the parkway intersection with Hayes Street and at Maynard Street on the west side of the parkway.
- Residents noted in the public meeting that stormwater runoff from Kimball Street and Davis Avenue drives a lot of debris downhill onto the existing path

### **Safety Observations**

- Potential crossing to Hayes Street but vehicular speeds were observed to be fast and sightlines somewhat limited due to the roadway curving on either side of this intersection and a fence running along the southern side of the roadway next to residences
- Mystic Lake Drive and Maynard Street also intersect with the parkway in this segment as the parkway curves southward. The sightlines from these intersections are more limited than at Hayes Street due to the curving roadway in addition to vegetation and residential fencing





**Figure 16 (Clockwise from top left) Patched pavement and temporary cover on the culvert on the southwest end of Lower Mystic Lake; intersection with Hayes Street; potential area for overlook of lake across from Hayes Street; wide grassy area on the southern end of the segment**



## Medford Street and High Street Rotaries

The rotaries are characterized by large corner radii, wide travel lanes, and a lack of crossings for active users. The Mystic Valley Parkway/Medford Street/High Street rotary is approximately 275' to the west of the Mystic Valley Parkway/Arlington Street/High Street rotary with the Mystic River running between them. An accessible crosswalk across High Street along the river is a connection to strengthen with a redesign of the rotaries.

See the Traffic Assessment for a description of lane configuration and existing operations at these intersections.

### Infrastructure Observations

- The circling lane of the western rotary varies between 30' and 35' wide and between 20' and 50' wide at the eastern rotary.
- The curb-to-curb width of High Street between the rotaries is approximately 60' with one approximately 26' travel lane in each direction and 8' asphalt sidewalks on either side.
- Crosswalks are primarily provided across the north-south running roadways, except the northern leg of Mystic Valley Parkway at the eastern rotary where the second crosswalk is across High Street at Jerome Street. No crosswalk is provided between the rotaries across High Street at the path crossing.
- Where provided, curb ramps at crosswalks appear to be ADA-compliant with tactile warning panels at the western rotary. Curb ramps typically lack warning panels at the eastern rotary crosswalks.
- MBTA Bus Route 80 and 95 run eastbound/westbound along Medford Street and High Street with stops in both directions at Jerome Street and Hayes Street.
- Jerome Street intersects High Street east of Mystic Valley Parkway/Arlington Street at a skewed angle.
- The earth-surface Mystic River Path runs along the east side of the river north of High Street.

### Safety Observations

- No crosswalk or curb ramps are provided across High Street along the Mystic River where there may be a desire line for path users.
- The large corner radii and wide approaching and receiving travel lanes at the rotaries allow for high-speed turning movements.
- Lack of horizontal deflection for through movements in most directions allow vehicles to traverse the rotaries at high speeds with minimal slowing.
- Driveways to businesses along the northwest corner of the west rotary and the southeast corner of the east rotary introduce additional conflict points for users to navigate.



Figure 17 (Left) Excess pavement and lack of horizontal deflection at the High Street rotary; (right) no crossing on the path side of the Medford Street rotary

### **Segment C. Mystic Valley Parkway from the Rotaries to Harvard Avenue/River Street Bridge**

The earth-surface Mystic River path continues south of the Medford Street rotary in Arlington between the Mystic River and vegetative conditions that vary from trees on lawn to narrow woodland next to the north side of the Mystic Valley Parkway. The parkway, meanwhile, continues over a small hill and passes by residences and five intersecting neighborhood streets on its south side. No parking is allowed along the parkway here.

#### **Cross Section**

- 47'-50' ROW along the parkway
- 38-40' wide roadway with 13-15' wide travel lanes
- 5' shoulder on the south side and 7' shoulder on the north side
- Green space approximately a minimum of 60' wide at its narrowest point and up to 110' wide near the Medford Street rotary and across from Palmer Street
- The earth to stonedust path is approximately 7' wide in this segment and close to the river rather than the parkway. This path has many roots along it and is not accessible for most bikes.
- 5' wide sidewalk separated from roadway by lawn strip of varying width with trees on south/southwest side of parkway throughout this segment

#### **Infrastructure Observations**

- The parkway and earth path are grade separated south of the rotary. Alternatives will consider whether on-road bike lanes in addition to the path make sense in this section
- Trees on lawn condition exists further east, and views to the path open up.
- A few historic-style benches are located along the path in this area. They are located on concrete pads that are not immediately accessible to the path and do not have space for a wheelchair to pull alongside the benches.
- A couple residential driveways access the parkway north of Beacon Street, and multiple driveways access the parkway south of Park Street.
- Consider whether an overlook or selective tree pruning may open views in this area.
- Cross street curb ramps are typically not ADA compliant. A crosswalk across the parkway exists only at the intersection with Palmer Street and is not signed or ADA compliant. Consider whether other crossings are needed based on desire lines.
- The earth to stonedust path next to the river is not lit. Roadway lighting is present along the parkway, including at the Palmer Street crossing.
- Drainage inlets are located downhill at the intersection with Palmer Street and at other cross street intersections further east.

#### **Safety Observations**

- The woodland nature of this area mixed with the steep slope from the roadway down to the path combine to make this portion feel more secluded, which may affect people's feeling of personal safety.
- The hill may limit visibility of cyclists in the roadway while encouraging faster vehicular speeds downhill. The hill is also a difficult climb for people on bikes.





**Figure 18 (clockwise from top left) opportunity exists to open year around river views with ADA accessible seating; the earth path is eroded in this narrow area, with the parkway on the hill to the right; the parkway hill may limit sightlines and encourage higher speeds downhill; the crossing at Palmer Street requires signage and ADA ramp upgrades at a minimum**



## Mystic Valley Parkway and River Street Intersection

The southeastern-most signalized intersection in the study area is the intersection of Mystic Valley Parkway with River Street. The Mystic River Path crosses River Street just north of the intersection and Dugger Park is located on the other side of the Mystic River at the corner of Harvard Avenue at Mystic River Road in Medford.

See the Traffic Assessment section for a description of lane configurations and signal phasing and operations at the intersection.

### Infrastructure Observations

- While crosswalks are provided across all legs of the intersection, curb ramps are not ADA compliant and require significant reconfiguration on all sides of the intersection. No curb ramps are present where the Mystic River Path is located midblock at the bridge.
- Branches of the Mystic River Path approach River Street north of its intersection with the parkway.
- Drainage inlets are located south of the intersection on both sides of River Street and southeast on Mystic Valley Parkway
- One roadway light faces the parkway crosswalk on the northwest side of the intersection but is partly hidden on the east side by a tree. Another light faces the southern crosswalk from the southeast gas station corner. The northeast corner from parkway land is presumed to be inadequately lit given this configuration. Lights are present at the midblock path crossing on the Harvard Avenue/River Street bridge away from the intersection.
- Pavement conditions in this intersection are fair to good.

### Safety Observations

- The gas station driveway facing north into the intersection on Mystic Valley Parkway introduces more conflict points within the intersection and needs to be reconfigured.
- The gas station side/east side of River Street has two driveways, including one driveway that is very close to the intersection
- Crosswalks are provided across all legs of the intersection, but the north River Street crossing is approximately 90' south of where the Mystic River Path is located on the bridge, leaving anyone who crosses in that area less visible to drivers.
- The approach and receiving lane of the northern leg of River Street are approximately 20' wide, encouraging higher speeds.



**Figure 19 (left) south of Harvard Avenue/River Street bridge, the stonedust path splits to head toward the River St / Mystic Valley Parkway intersection and straight across the bridge; (right) curb ramps require reconfiguration, particularly at the Gulf gas station where a crosswalk runs into the curb without a ramp (image:**

## **Segment D. Mystic Valley Parkway from Harvard Avenue/River Street Bridge to Alewife Brook Greenway**

South of the Harvard Avenue/River Street Bridge, the Mystic River path is more visible from the parkway in this segment as the planting condition between the path and parkway is trees on lawn throughout. Decatur Street is the only cross street to touch the Mystic Valley Parkway in this segment, but at three different points described under Observations. The parkway side is signed for no parking, while the south/Decatur Street side is not signed to restrict parking though it may be regulated as no parking.

### **Cross Section**

- ROW is between 36' and 47' wide
- 37'-40' wide roadway with 13-14' wide travel lanes
- 5' shoulders both sides
- Stonedust path near river 9-10' wide
- Asphalt sidewalks on both sides of parkway: on north side a 6' wide sidewalk is directly next to parkway, on south side the 5-6' wide sidewalk is separated from the roadway by a tree lawn strip of varying width
- Green space is approximately 50' wide at narrowest point and up to 190' wide near Alewife Brook

### **Infrastructure Observations**

- Trees appear somewhat regularly spaced along the parkway edge, though there appear to be some potential canopy gaps that could be filled; many of the trees are also just a few feet from the sidewalk, so the sidewalk appears to have been a later addition. Consider planting further from the sidewalk.
- At the narrowest open space area the stonedust path is just 15' from the sidewalk lining the parkway, so motor vehicles feel closer in this segment than north of Harvard Avenue/River Street bridge
- The signal near Decatur St for the Alewife Brook Greenway is not aligned with the Mystic River Path
- A few historic-style benches are located along the path in this area. They are located on concrete pads that are not immediately accessible to the path and do not have space for an adjacent wheelchair.
- Cobra head roadway lighting appears on the north side of the parkway often in the middle of the sidewalk
- Drainage inlets appear at one non-intersection point and near the exit of the east end of Decatur Street.
- The pedestrian island at Decatur Street's eastern end does not include detectable warning panels.
- The Mystic River Path is approximately 95' west of the crosswalk to Alewife Brook Greenway entry. A large tree is located directly north of the crosswalk to the Alewife Brook Greenway, and signal equipment that narrows the sidewalk is located adjacent just feet away.

### **Safety Observations**

- The angle of Decatur Street's western intersection allows eastbound vehicles to make turns onto Decatur Street without slowing. Though not observed in traffic counts or in field observations, westbound left turns to Decatur Street from Mystic Valley Parkway must essentially be executed like a U-turn which may be difficult to make against opposing traffic. However, drivers could make a more perpendicular left turn onto Decatur Street from the middle intersection through the large lawn and tree buffer.
- Decatur Street's eastern intersection geometry allows eastbound vehicles to make turns onto Decatur Street at high speed without slowing due to the large southwest corner radius. The Decatur Street receiving lane is also approximately 55' wide, leaving pedestrians exposed for a long period of time.
- The western terminus of the crosswalk across Decatur Street's eastern intersection does not provide pedestrians with a curb ramp or dedicated landing space, and it leads straight into a residential driveway.





**Figure 20 (clockwise from top left) view from River St bridge south to split pedestrian paths and trees on lawn; looking southeast at the Alewife Brook Greenway signalized crossing, to which the Mystic River Path does not align; view west toward Decatur Street with wide receiving and exiting lanes; looking south on parkway, with trees on lawn near the river and trees in small plots next to homes**

## Bridges & Culvert



**Figure 21 High Street bridge**

The masonry-on-concrete arch bridges at Medford/High Street and Harvard Avenue/River Street are a visual asset to the experience along the Mystic River when seen from the side. On top, the Medford/High Street bridge roadway is 60' wide with 8' wide sidewalks, while the Harvard Avenue/River Street bridge roadway is 40' wide with 7' sidewalks, so the bridges have excessive pavement and may encourage higher vehicular speeds. Ample room exists to incorporate bike facilities and crossings for vulnerable users.



**Figure 22 Concrete culvert over Mill Brook**

A concrete culvert is located on the southwestern end of Lower Mystic Lake. The culvert extends the width of the roadway and sidewalk over Mill Brook.

### Conditions

Toole Design sought and received conditions inspections reports from MassDOT dated 2020/2021. Construction plans were also sought but not received by the time of writing. The superstructure – the main part of each bridge that bears load weight, supports the deck, and connects substructure elements – is in satisfactory condition for both bridges, with minor deterioration only. The substructure of each bridge supports the

superstructure and distributes the load below-ground. The substructure of the Harvard Avenue/River Street bridge is in satisfactory condition while the substructure for the Medford/High Street bridge is in good condition.

Deck components (wearing surface, curbs, sidewalk) are in satisfactory to good condition for both bridges, though the sidewalk on the Medford/High Street bridge is rated as in fair condition. Field observations reveal that pavement conditions within the sidewalk are cracked enough in locations for travel to be uncomfortable for many users. Some signage and light poles narrow the pedestrian paths as well, and transitions to the Mystic River paths generally include a rough pavement edge that drops abruptly to the earth or stonedust path. Harvard Avenue/River Street bridge sidewalks also include, to a smaller degree, wide pavement cracks.

According to the inspection report, the culvert at Mill Brook is in fair condition only, with cracking in many locations and a scour condition that is recommended for underwater inspection to determine whether the culvert structure is undermined. The report identifies a few items for immediate addressing by MassDOT, and it appears from field observations that culvert conditions have been inspected more recently.

### Use for Path

Project Team members were asked whether consideration should be given to running path connections underneath either or both the High Street and Harvard Avenue/River Street bridges. The response was negative due to expense, construction complexity, and the lack of space for both a path and paddlers/kayakers. It is also likely not feasible to construct a path under the bridges given the observed lack of clearance. The high-water line would need to be established and the path constructed a couple feet above that.



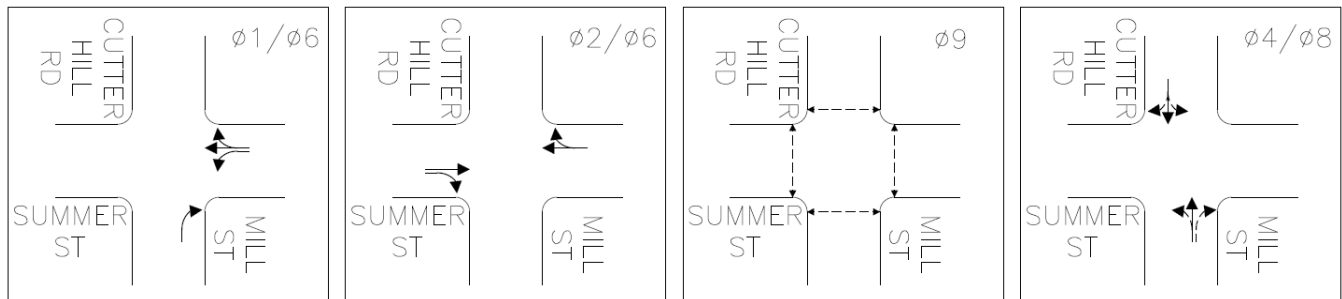
## Traffic Assessment

The following section describes the lane assignments, turning movement counts, signal phasing, and operations for motor vehicles and active users in existing conditions at the study area signalized intersections and rotaries.

### Lane Assignment and Signal Phasing

#### *Summer Street and Mill Street / Cutter Hill Road Intersection*

Summer Street at Mill Street/Cutter Street is a four-leg, signalized intersection where Summer Street eastbound left turns are restricted. The Mill Street northbound approach consists of a shared left-turn/through lane and a right-turn lane. The Cutter Hill Road southbound approaches consists of general-purpose travel lanes. The Summer Street westbound approach consists of a left-turn lane and a shared through/right-turn lane, and the Summer Street eastbound approach of a through lane and a right-turn lane. Phasing begins with the Summer St westbound left, westbound through, and Mill Street northbound right running simultaneously before the Summer Street westbound through and eastbound through run concurrently. Pedestrians are provided an exclusive phase, and then the northbound and southbound approaches operate simultaneously. Right turns on red are restricted for all approaches, though signage for the Cutter Hill Road approach appears to be damaged/missing.

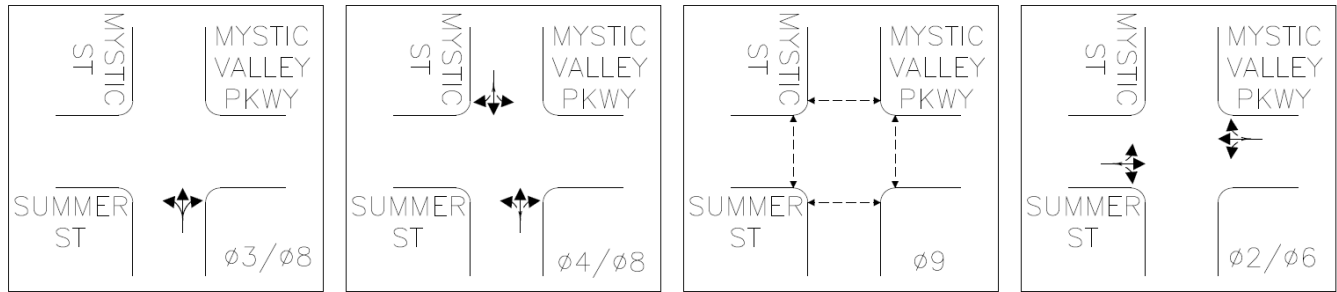


**Figure 23 Existing Signal Phasing at Summer Street at Mill Street/Cutter Hill Road**

#### *Summer St / Mystic St / Mystic Valley Pkwy Intersection*

At the Mystic Valley Parkway/Summer Street at Mystic Street intersection, the Mystic Valley Parkway westbound approach consists of a general-purpose travel lane though the wide travel lane typically allows drivers to treat the approach as two lanes. The Summer Street eastbound approach consists of a left-turn/through lane and a signalized, channelized right-turn lane. The northbound and southbound Mystic Street approaches both consist of a left-turn lane and a shared through/right-turn lane. Signal phasing at the intersection begins with the northbound approach receiving a lead before the northbound and southbound approaches run concurrently with both left turn phases running as permissive phases (Figure 24). Pedestrians are provided an exclusive phase. Finally, the Mystic Valley Parkway westbound approach and the Summer Street eastbound approach run simultaneously. Right turns on red are restricted for all approaches except the Summer Street eastbound right turn onto Mystic Street.





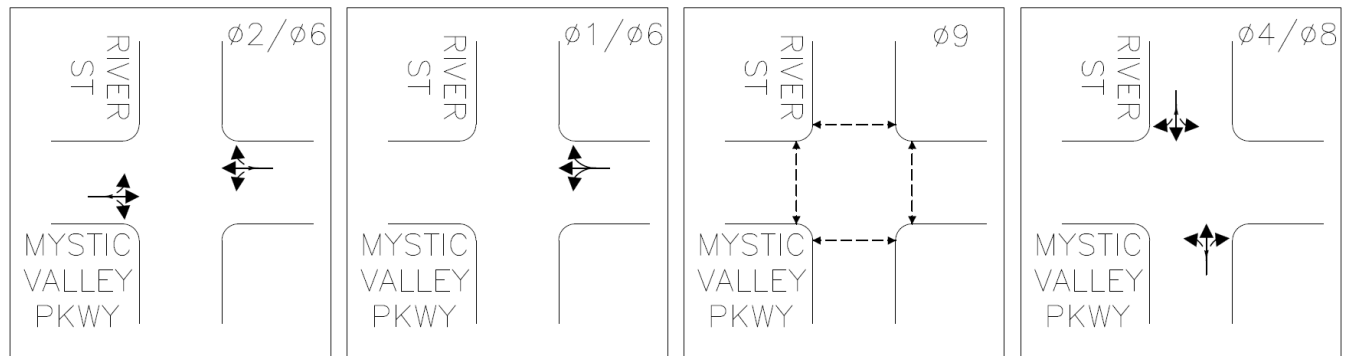
**Figure 24. Existing Signal Phasing at Mystic Valley Parkway/Summer Street at Mystic Street**

### *Medford Street and High Street Rotaries*

The Mystic Valley Parkway at Medford Street/High Street rotary is located approximately 275 feet from the Mystic Valley Parkway/Arlington Street at High Street rotary to the west. The Mystic River Path runs along the Mystic River between the intersections and crosses High Street. The rotaries do not provide crosswalks along all approaches, and the only north-south crosswalk across Medford Street/High Street is the eastern crosswalk across High Street east of Mystic Valley Parkway/Arlington Street. Curb radii at the rotaries are relatively large allowing vehicles to make turns at high speeds.

### *Mystic Valley Parkway and River Street Intersection*

Mystic Valley Parkway at River Street is a four-leg, signalized intersection with each approach consisting of general-purpose travel lanes. Signal phasing at the intersection begins with the Mystic Valley Parkway eastbound and westbound approaches running simultaneously before the westbound left turn receives a protected phase (Figure 25). Pedestrians are provided an exclusive pedestrian phase ahead of the River Street northbound and southbound approaches running simultaneously.



**Figure 25. Existing Signal Phasing at Mystic Valley Parkway at River Street**

### **Traffic Count Data**

Turning movement counts (TMC) were recorded at each of the study area intersection on:

- Thursday, December 9, 2021 between 7:00 am and 9:00 am and between 4:00 pm and 6:00 pm, and
- Saturday, December 11, 2021 between 10:00 am and 2:00 pm.

There are no nearby developments anticipated to affect traffic at the study area intersections. No seasonal adjustment factor was applied to the TMCs based on MassDOT's 2019 Historical Traffic Volume Data weekday

seasonal correction factors for urban principal arterial roadways.<sup>1</sup> TMC data can be found attached in Appendix A. Traffic Assessment.

Peak hours by intersection fall between 7:30am and 8:45am in the weekday morning peak hour, 4:00pm and 6:00pm in the weekday evening peak hour, and 11:00am and 1:45pm on Saturdays midday. Table 2 outlines the morning and evening peak hours recorded at each intersection.

**Table 2. Peak Hours by Intersection**

<b>Intersection</b>	<b>Morning Peak Hour (am)</b>	<b>Evening Peak Hour (pm)</b>	<b>Saturday Midday Peak Hour (am/pm)</b>
Mystic Valley Pkwy at River St	7:45-8:45	5:00-6:00	12:25-1:15
Mystic Valley Pkwy at High St/Medford St	7:30-8:30	4:00-5:00	12:45-1:45
Mystic Valley Pkwy/Arlington St at High St	7:30-8:30	4:00-5:00	12:45-1:45
Summer St/Mystic Valley Pkwy at Mystic St	7:30-8:30	4:00-5:00	11:15-12:15
Summer St at Mill St/Cutter Hill Rd	7:45-8:45	4:00-5:00	11:00-12:00

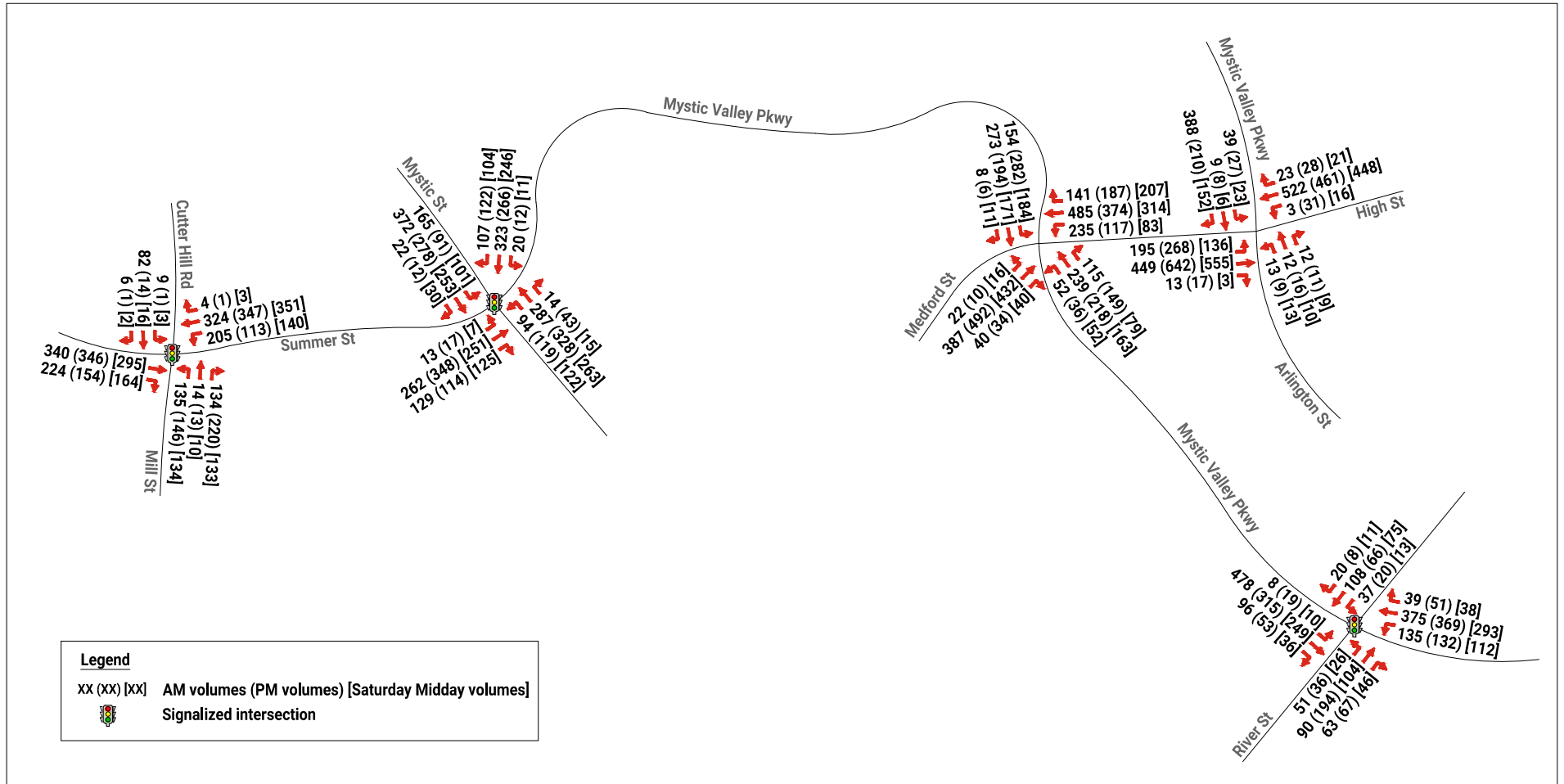
TMC diagrams for motor vehicles are represented graphically in Figure 26, for pedestrians in Figure 27, and for bicycles in Figure 28.

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<sup>1</sup> MassDOT Historical Traffic Volume Data, 2019 MassDOT weekday seasonal and axle correction factors (<https://www.mass.gov/lists/massdot-historical-traffic-volume-data>)



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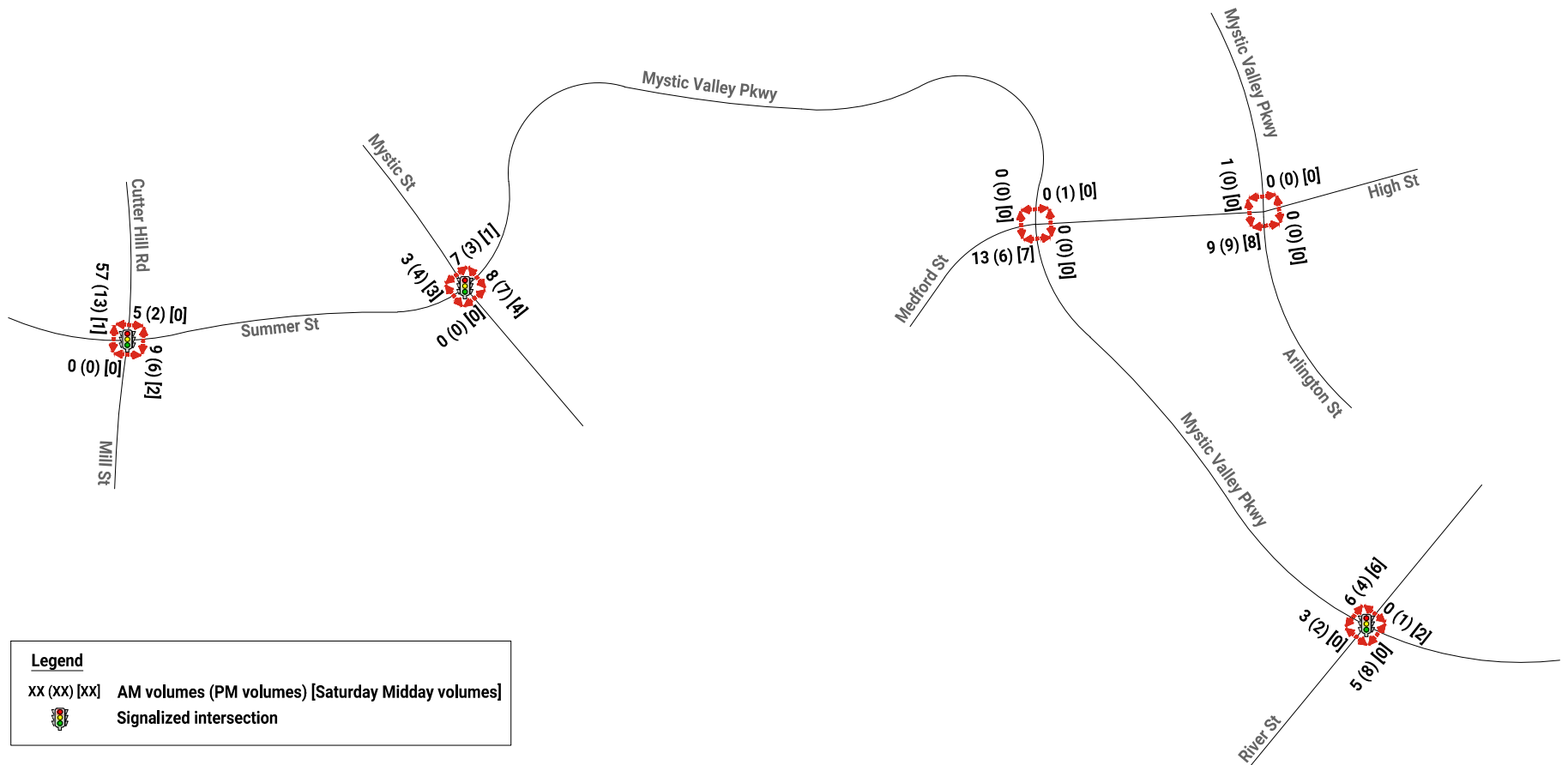
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Figure 26 Existing (2021) Condition Peak Hour Motor Vehicle Traffic Volumes

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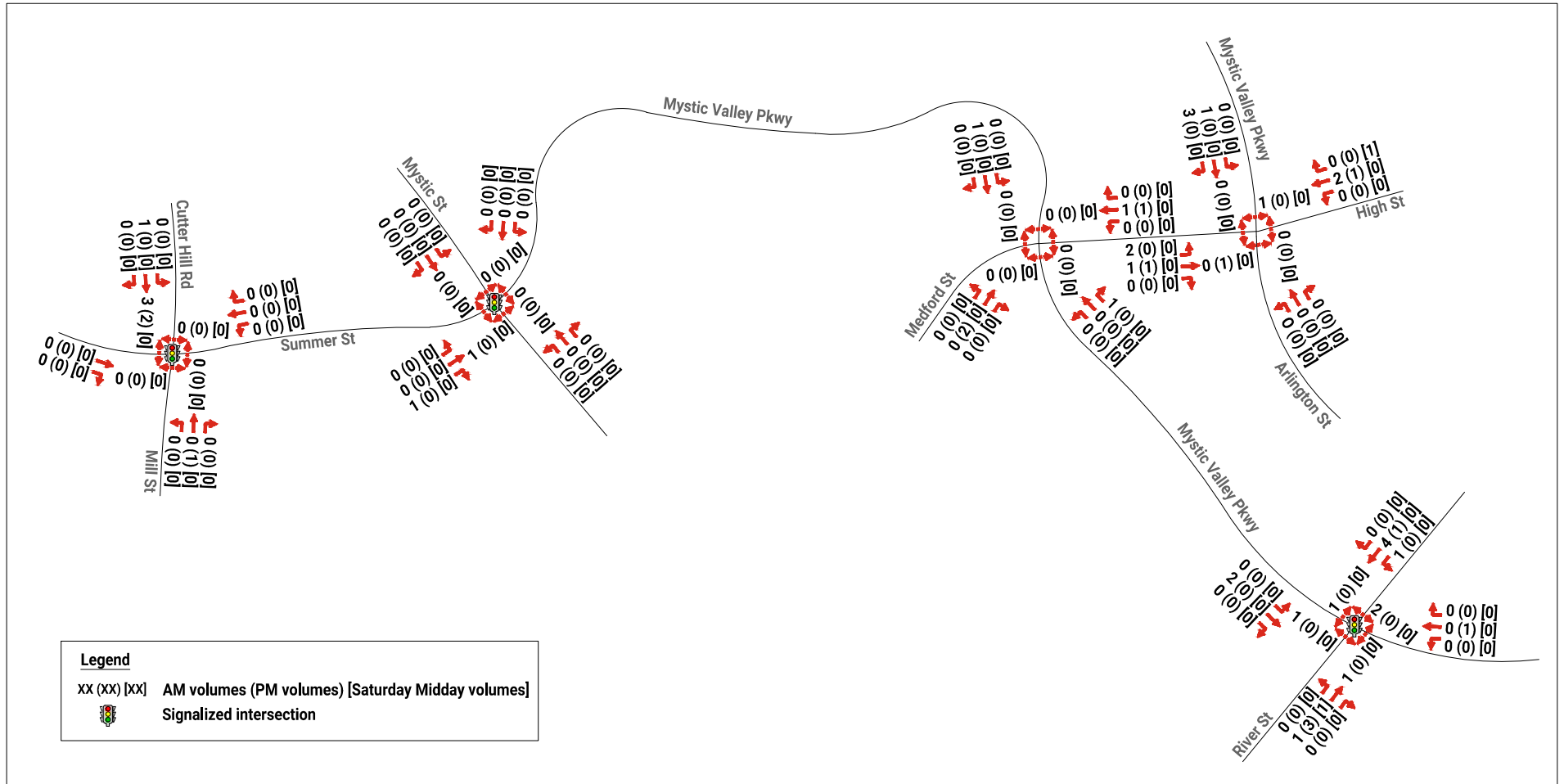
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Figure 27 Existing (2021) Condition Peak Hour Pedestrian Volumes



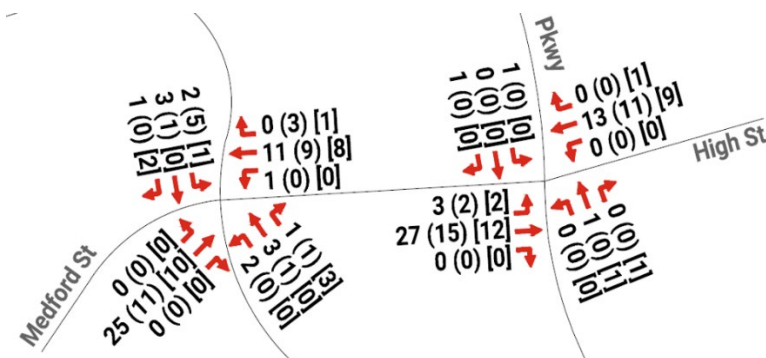
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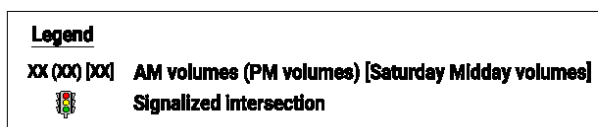
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Figure 28 Existing (2021) Condition Peak Hour Bicycle Volumes



Massachusetts Route 60, running along Medford Street and High Street, is a truck route extending from Waltham to Revere. At the two study area rotaries, Mystic Valley Parkway at Medford Street/High Street and Mystic Valley Parkway/Arlington Street at High Street, heavy vehicle (buses, single-unit trucks, and articulated trucks) turning movements in the peak hours make up up to 6% of motor vehicle approach traffic (Figure 29).



**Figure 29 Heavy Vehicle Turning Movement at the Rotaries**

## Capacity Analysis

Each intersection was evaluated with two primary metrics, motor vehicle level of service (LOS) and pedestrian level of service (PLOS). Both criteria are described below, and a summary evaluation of each intersection is provided. See Appendix A. Traffic Assessment for more detailed data.

### Motor Vehicle Level of Service

Level of Service (LOS) is a performance measure that defines traffic operations based on the average amount of time a vehicle waits at an intersection. For example, LOS A defines the condition with minimum vehicular traffic delay, while LOS F represents the condition with significant traffic delay. The HCM states that “the existence of a LOS F condition does not, by itself, indicate that action must be taken to correct the condition,” and proposed traffic conditions reflect this approach by evaluating intersection performance measures not centered around motor vehicle conditions, as described in the following section. Table 3 indicates the LOS conditions based on average delay as defined by the Highway Capacity Manual (HCM).

**Table 3. Motor Vehicle Level of Service Criteria**

Level of Service	Average Stopped Delay at Signalized Intersection (seconds/vehicle)	Average Stopped Delay at Unsignalized Intersections (seconds/vehicle)
A	0.0-10.0	0.0-10.0
B	10.1-20.0	10.1-15.0
C	20.1-35.0	15.1-25.0
D	35.1-55.0	25.1-35.0
E	55.1-80.0	35.1-50.0
F	>80	>50.0

To compute the LOS and other performance measures, the HCM methodology was used. For the signalized intersections, HCM 2010 methodology cannot be used since signals use standard National Electrical Manufacturing Association (NEMA) phasing, so HCM 2000 methodology was used. Synchro 10 software was used to apply these methodologies, which allows for inputs such as lane configuration, traffic volumes, pedestrian/bicycle to vehicle interactions, and peak hour factors. Results were used to compare traffic operations in existing and proposed alternative conditions to determine a preferred alternative. Detailed Synchro reports are attached to this memorandum.

### Pedestrian Level of Service

Pedestrian LOS (PLOS) metrics are based solely on delay and the concepts and procedures in the *Highway Capacity Manual* (HCM)<sup>2</sup>. Table 4, an excerpt from the HCM, provides PLOS criteria for signalized intersections, along with pedestrian noncompliance likelihood guidance. When pedestrians experience more than a 30 second delay, they become impatient, and are more likely to engage in risk-taking behavior. Average pedestrian delay represents the average number of pedestrians anticipated to wait at a signal relative to the average amount of time those pedestrians have to wait and is calculated using the equations below. An additional 4 seconds is included in the pedestrian effective green time to account for pedestrians who begin their crossing a few seconds after the WALK indication has begun.

**Table 4. Pedestrian Level of Service Criteria**

Pedestrian Level of Service	Pedestrian Delay (seconds)	Likelihood of Noncompliance
A	0.0–10.0	Low
B	10.1–20.0	
C	20.1–30.0	
D	30.1–40.0	Moderate
E	40.1–60.0	
F	>60.0	Very High

Source: Highway Capacity Manual, 2000. Transportation Research Board.

Pedestrian effective green = WALK time + 4 seconds

Pedestrian effective red = Cycle length – Pedestrian effective green

$$\text{Average Pedestrian delay} = \frac{\text{Pedestrian effective red}}{2} * \frac{\text{Pedestrian effective red}}{\text{Cycle length}}$$

A summary of motor vehicle LOS and pedestrian PLOS at each intersection is provided in Table 5 Level of Service Summary for Motor Vehicles and Pedestrians. Across all intersections, pedestrian delay is 30 seconds or more, so pedestrians are more likely to cross without the pedestrian signal.

**Table 5 Level of Service Summary for Motor Vehicles and Pedestrians**

Location	Motor Vehicle LOS	Pedestrian PLOS
Summer Street at Mill Street/Cutter Hill Road	C / B / B	D / E / E
Mystic Valley Parkway/Summer Street at Mystic Street	D / D / C	E / E / E
Mystic Valley Parkway at High Street/Medford Street	F / E / C	Not applicable
Mystic Valley Parkway/Arlington Street at High Street	C / E / B	Not applicable
Mystic Valley Parkway at River Street	B / B / B	D / D / D

**LOS is listed according to: Morning Peak Hour / Evening Peak Hour / Saturday Peak Hour**

<sup>2</sup> HCM 2000: *Highway Capacity Manual*. Washington, D.C.: Transport Research Board, 2000.



## Environmental Mapping

This section provides an initial review of environmental resources, including open space and protected habitat and wetland/water resources as shown in Figure 30 through data from the Natural Heritage & Endangered Species Program (NHESP), United States Geological Survey (USGS), the Massachusetts Department of Environmental Protection (MassDEP), and the Federal Emergency Management Agency (FEMA). This information will help Toole Design identify potential impacts of project alternatives to environmental resources and permitting implications at a later date.

No NHESP Natural Communities of conservation interest or Estimated or Priority Habitats of rare wildlife are located within the study area. NHESP Priority Habitat is identified only in the southwest corner of the map at Spy Pond, outside the study area. Similarly, no Areas of Critical Environmental Concern (ACECs) as designated by the Secretary of Energy and Environmental Affairs (EEA) are located in the project area. Anadromous fish spawning habitat and water quality monitoring stations are located around the mouth of Mill Brook into Lower Mystic Lake.

Buzzell Field and Arlington Catholic playing field are identified as MassDEP regulated hazardous material site with Activity and Use Limitations (AULs) as these properties were once a solid waste disposal area according to the 2010 Comprehensive Site Assessment & Remedial Action Plan.

As previously stated, 2018 Town of Arlington Zoning Bylaws identifies much of the project area as part of an overlay Floodplain District and Inland Wetland District. This area is identified through Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) reflected in the FEMA Q3 Flood Zone layer of the summary Figure 30 map. This land is regulated by Wetlands Protection Regulations of Town Bylaws and the Massachusetts Wetlands Protection Act (MGL c.131 § 40). Lower Mystic Lake is considered a Great Pond, a pond with a water surface area of 10 acres or more. The lake and Mystic River fall under Chapter 91 jurisdiction.

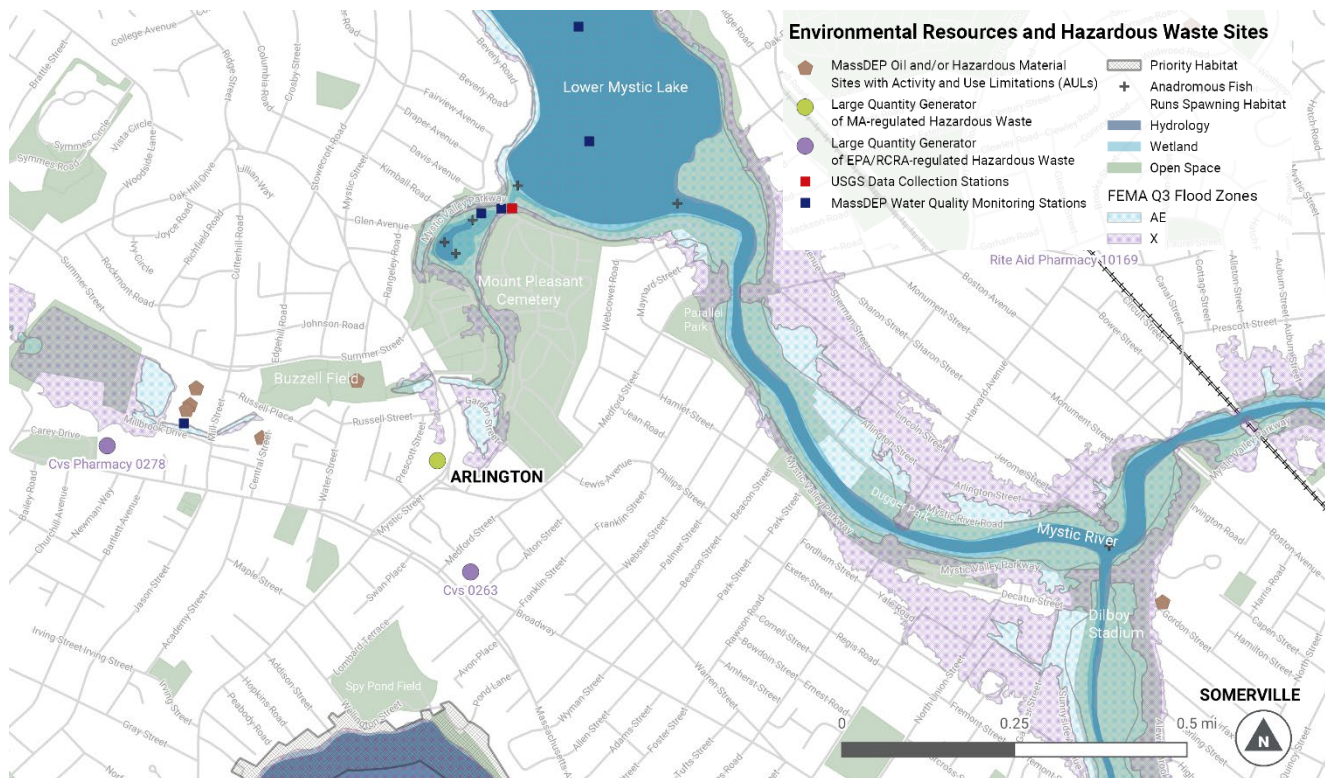


Figure 30 Project area environmental resources and hazardous waste summary map



## Engagement to Date & Summary of Survey Results

Toole Design met with the Project Team, a group of landowners, project funders, and other guiding stakeholders for the first time on January 13, 2022. The meeting was used to discuss path goals and existing conditions per segment and intersection. Meeting notes and a list of Project Team members are included as part of Appendix B.

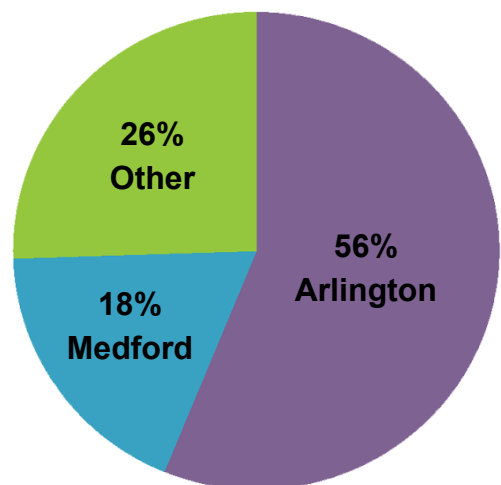
The Town of Arlington and Toole Design also introduced the project to the public as part of a 1.5-hour virtual Zoom meeting on January 26, 2022. The meeting was attended approximately 110 people. The Town gave a welcome, Toole Design gave a short presentation, a 15-minute discussion was held, and then people joined breakout sessions where attendees could share their comments with smaller groups. Breakout session notes were recorded in [Miro - Public Meeting 1](#). After the breakout room, more discussion was held in the main room and through the chat. The notes from the main room discussions and chat are included as Appendix C of this memorandum. Key takeaways from both the main room and smaller groups/Miro include:

- People are seeking broader connectivity, particularly to/through Medford.
- Different types of users, cyclists, ages, and abilities need to be recognized in design.
- Some people would prefer to use neighborhood streets to avoid Summer Street.
- Many people want separation between cyclists and pedestrians, and commuting cyclists would like separate facilities on-road for faster use. South of the rotaries, a couple people would like a stabilized path for use by cyclists near the river to get away from cars.
- Several people have concerns about a path through Buzzell Field due to current field use and configuration. Small breakout groups repeatedly expressed opposition to a path through the field.
- The slope up the parkway toward the Summer Street / Mystic Street/ Mystic Valley Parkway intersection is very challenging for cyclists.
- Stormwater runoff puts debris on the path near Kimball Road / Davis Avenue. Neighbors would like connections from these paths strengthened
- Consider the connection to Parallel Park and to Meadowbrook Park and Mt. Pleasant Cemetery
- The project needs to consider the link with High Street in Medford, where the current plan is to install a westbound bike lane. Parking with sharrows maintained eastbound.
- Many people commented on the unsafe and uncomfortable rotaries and the need for slower speed and safe crossings. Some meeting attendees and survey respondents requested short-term improvements to make these safer rather than waiting years for reconstruction.

Finally, a public survey was released along with the first public meeting. The survey was closed February 11 with 520 completed responses and 132 partial responses. An automated survey report with graphics and tables summarizes all completed responses and is included as Appendix D. Selected survey graphics are shown in this section along with summary notes for each question.

- Q1: When asked in what community respondents live, the largest group of attendees (56%) were from Arlington, followed by 18% from Medford. The remaining 26% of responses came from people living in Cambridge, Somerville, Winchester, Waltham, Lexington, and other communities, demonstrating how important this path connection is for people around the region.

1. In what community do you live?



2. How do you get around? Select all the ways you move for recreation, active transportation, and running errands.

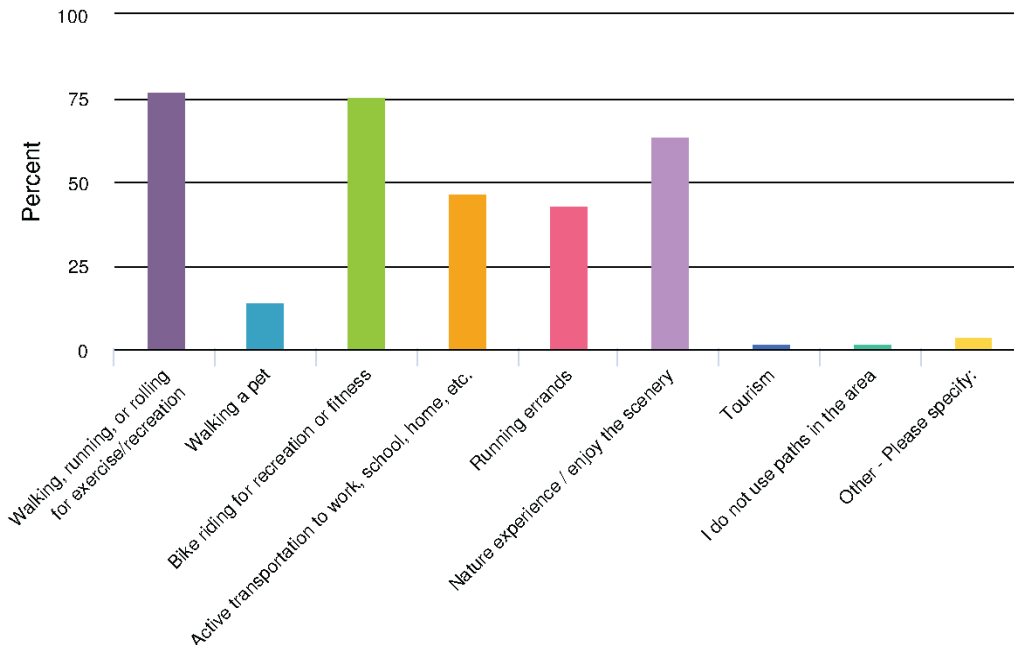
	Almost every day	Once or twice per week	Once or twice per month	Once or twice per year	Never	Responses
Motor vehicle Count Row %	158 32.0%	253 51.2%	61 12.3%	11 2.2%	11 2.2%	494
Walk / roll Count Row %	358 73.1%	110 22.4%	15 3.1%	3 0.6%	4 0.8%	490
Walk a pet Count Row %	101 24.2%	5 1.2%	7 1.7%	16 3.8%	288 69.1%	417
Jog / run Count Row %	64 14.8%	90 20.8%	59 13.7%	36 8.3%	183 42.4%	432
Bike Count Row %	154 31.4%	162 33.1%	104 21.2%	34 6.9%	36 7.3%	490
E-bike / e-scooter Count Row %	10 2.4%	23 5.6%	10 2.4%	8 1.9%	361 87.6%	412
Scooter Count Row %	0 0.0%	6 1.5%	7 1.7%	12 2.9%	384 93.9%	409
Rollerblade Count Row %	0 0.0%	2 0.5%	6 1.5%	19 4.6%	383 93.4%	410
Skateboard Count Row %	0 0.0%	2 0.5%	2 0.5%	6 1.5%	400 97.6%	410

Q2: This question was provided to get a general sense of all the potential modes by which people may be traveling and/or recreating. The graphic shows the response options listed in the survey, with walk/roll selected as the most frequent “almost every day” mode and driving via motor vehicle is the most selected “twice per week” mode. Not shown are the write-in responses:

- A few commenters noted that transit should have been listed as an option. Eight (8) respondents take transit anywhere between once or twice per month or almost every day.
- Other more common write-in responses included paddling (3 people, once or twice per year to once or twice per month), walking with a stroller (4 people, once or twice per week or almost every day), and cross-country skiing (3 people, once or twice per year to once or twice per week)

Q3: When asked what paths they use in the study area, whether occasionally or frequently, the Minuteman Bikeway received the most responses 472 (93% of total responses), while paths along the Mystic River received 390 (77%) responses, and the Alewife Brook Greenway received 344 (68%) responses.

4. What are your reasons for using paths in the area? Select all that apply.



Q4: When asked why individuals use the paths in the area, top choices were walking/running/rolling (77%) followed by bike riding for recreation or exercise (75%) and nature experiences/enjoying the scenery (63%). See Appendix D for individual comments.

Q5: When asked whether they visit the Mystic Lakes for leisure or fitness, 411 (81%) respondents said, yes, at least a few times per year, and 19% said no, rarely or never.

Q6: When asked why people visit the lakes:

- Hundreds of respondents reported visiting the lakes for exercise/physical activity including walking/running, biking, swimming, kayaking/canoeing, and fishing.
- Over 70 people mentioned enjoying nature/scenery, and several people mentioned birdwatching.

Q7: Those who do not visit the lakes reported issues with access, finding parking, or feeling unsafe while biking.

Q8: When asked at what points along the route they are most concerned about safety, all intersections were mentioned repeatedly. See Appendix D for all comment responses. Key takeaways include:

- The most frequent (230+) responses cited the rotaries/circles/roundabouts and lack of safe crossings
- Many people mentioned the lack of useable shoulder on Summer Street or the tight and curved portion of the roadway south of Lower Mystic Lake.
- Several people mentioned poor pavement conditions, whether in the roadway or sidewalk.
- A few people are uncomfortable with the parkway hill near Webster Street both up and down.
- A few people called for improved crossings at Palmer St and to Buzzell Field.
- One person requested a crossing at Park Street and another some consideration for the Franklin Street pedestrian path.



9. What matters to you about the potential path? Please rank how much each element matters to you.

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Safe crossings with slow vehicle speeds where I am visible to drivers Count Row %	2 0.4%	6 1.2%	36 7.2%	116 23.2%	340 68.0%	500
Feeling of security, knowing I am visible to other path users or people/homes near the path Count Row %	41 8.2%	65 13.0%	150 30.0%	132 26.4%	112 22.4%	500
Crossings/connections from neighborhood streets Count Row %	13 2.6%	52 10.5%	170 34.4%	150 30.4%	109 22.1%	494
Path or bike lane connections over bridges between Arlington and Medford Count Row %	12 2.4%	26 5.2%	112 22.5%	141 28.4%	206 41.4%	497
Path lighting Count Row %	54 11.0%	80 16.3%	165 33.7%	122 24.9%	69 14.1%	490
Being able to use the path in winter / snow clearing Count Row %	39 7.8%	74 14.8%	135 27.1%	140 28.1%	111 22.2%	499
Preserving trees Count Row %	15 3.0%	38 7.6%	129 25.8%	171 34.2%	147 29.4%	500
Enhancing plant and animal habitat Count Row %	13 2.6%	44 8.8%	148 29.5%	143 28.5%	153 30.5%	501

(Table continues next page)

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Opportunities to rest and spend time viewing Lower Mystic Lake Count Row %	33 6.7%	94 19.0%	166 33.5%	126 25.4%	77 15.5%	496
Opportunities to sit and rest periodically along the path Count Row %	58 11.6%	149 29.9%	159 31.9%	90 18.0%	43 8.6%	499
Opportunities for interpretation (of the environment, history, lake use, etc) Count Row %	76 15.6%	162 33.2%	163 33.4%	63 12.9%	24 4.9%	488
None of the above. I'm not interested. Count Row %	81 89.0%	3 3.3%	5 5.5%	1 1.1%	1 1.1%	91

Q9: When asked what matters about the potential path, 340 (68%) of respondents “selected safe crossings with slow vehicle speeds where I am visible to drivers” as “5 – Most Important.” This is by far the most popular selection, followed distantly by “path or bike lane connections over bridges between Arlington and Medford.” Conversely, “opportunities for interpretation” was the most frequently rated “1 – Not important” or “2.”

Q10: When asked what else they would like to share, many people reemphasized the need for safe infrastructure for pedestrians and people on bikes. Additionally:

- Over 30 people are concerned about the narrowness of existing paths and how people will share space on a new path. Among others calling for separate spaces for pedestrians and cyclists, at least two cyclists mentioned that they want separate bike lanes on-road.
- Over 15 individuals talked about lighting. Views were mixed, but several respondents are against lighting the path. In contrast, in question 8, a couple people had mentioned the lack of lighting as a safety issue for cyclists at intersections.
- Seven (7) people asked for signage or other features that help individuals navigate the path.
- Several people would like to see trees preserved. Some would like plantings that support native species, with Alewife Reservation/ Fitchburg Cutoff Path mentioned as an example.
- Several people mentioned erosion of the existing paths. A few individuals are specifically concerned about flooding along the paths and parkway.
- A few people mentioned a desire for some portion of the path to remain unplowed in winter so people can cross country ski
- One person asked to preserve connections from Kimball Road and Davis Avenue, while another person emphasized the need to work with abutters on connections from side streets.

- A few people emphasized the need for strengthened connections to the water, such as overlooks and places to launch canoes/kayaks.
- A few people requested restrooms.
- A few people are concerned that the project will make driving harder and/or increase traffic issues, with an elderly person expressing concern about needing a motor vehicle to get around.



# APPENDICES

## Appendix A. Traffic Assessment

Howard Stein Hudson (HSH)’s *Low Cost Signal Improvements at Mystic Street (Route 3A)/Summer Street (Route 2A)/Mystic Valley Parkway* report collected TMCs at the intersection in May 2015. Compared to the 2015 counts, the December 2021 counts collected for this study are approximately 16 to 17% lower than the 2015 counts (Figure 1, Appendix A. Traffic Assessment). Throughout the COVID-19 pandemic there have been vast changes in traffic patterns since March 2020, and those patterns are continuously evolving. While those patterns are attributed to new work-from-home policies and changes in daily commuting patterns, the reduced traffic volumes reflect *Connect Arlington’s* visions and targets of a pedestrian-first, walk-friendly environment that deemphasizes motor vehicle priority. As the basis of design for the alternatives developed for this project is improved safety and comfort for people walking, riding bicycles, and travelling with mobility aids, traffic analysis was conducted with unadjusted 2021 traffic counts reflecting what may be a “new normal.”

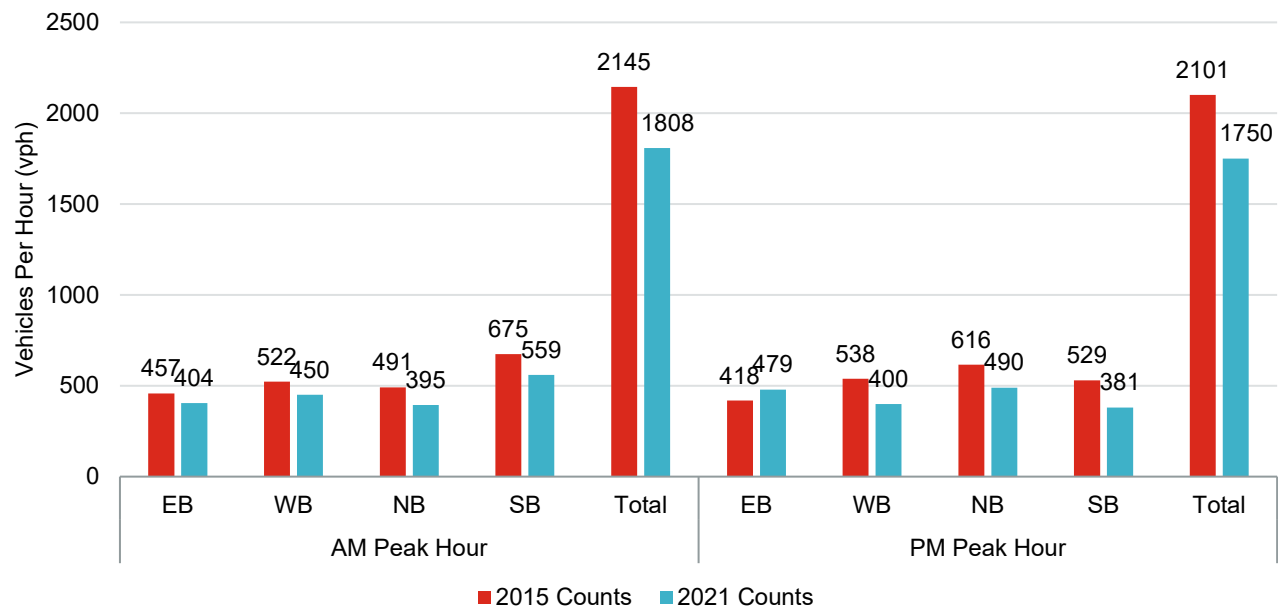


Figure 1. Comparison of Historic Traffic Counts to Recent Counts

### Summer Street at Mills Street/Cutter Hill Road

All approaches at Summer Street at Mills Street/Cutter Hill Road operate at LOS D or better in all peak hours which is generally considered acceptable in urban settings. Pedestrians at the intersection experience a PLOS of D in the morning peak hour and E in the evening and Saturday midday peak hours with an average pedestrian delay of approximately 44 and 34 seconds, respectively. A PLOS D indicates a high likelihood of noncompliance.

**Table 1. Summary of Motor Vehicle Capacity Analysis at Summer Street at Mill Street/Cutter Hill Road**

	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue (50 <sup>th</sup> /95 <sup>th</sup> ) <sup>d</sup>
<b>Morning Peak Hour</b>				
Summer St EB Thru	0.68	32.3	C	211/342
Summer St EB Right	0.61	31.2	C	136/241
Summer St WB Left	0.72	40.9	D	130/#274
Summer St WB Thru/Right	0.35	13.6	B	133/230
Mills St NB Left/Thru	0.63	37.0	D	94/172
Mill St NB Right	0.24	18.3	B	54/102
Cutter Hill Rd SB Left/Thru/Right	0.27	30.2	C	57/110
<b>Overall</b>	<b>0.54</b>	<b>28.1</b>	<b>C</b>	<b>-</b>
<b>Evening Peak Hour</b>				
Summer St EB Thru	0.61	21.5	C	105/283
Summer St EB Right	0.38	18.7	B	43/135
Summer St WB Left	0.50	26.7	C	37/#140
Summer St WB Thru/Right	0.37	9.9	A	60/214
Mills St NB Left/Thru	0.62	27.7	C	50/#183
Mill St NB Right	0.43	16.2	B	39/165
Cutter Hill Rd SB Left/Thru/Right	0.04	20.7	C	5/27
<b>Overall</b>	<b>0.52</b>	<b>18.5</b>	<b>B</b>	<b>-</b>
<b>Saturday Midday Peak Hour</b>				
Summer St EB Thru	0.51	18.0	B	77/224
Summer St EB Right	0.39	17.2	B	42/135
Summer St WB Left	0.49	22.6	C	38/#171
Summer St WB Thru/Right	0.34	7.9	A	51/203
Mills St NB Left/Thru	0.55	22.7	C	39/142
Mill St NB Right	0.23	12.3	B	18/96
Cutter Hill Rd SB Left/Thru/Right	0.06	18.6	B	5/31
<b>Overall</b>	<b>0.49</b>	<b>15.5</b>	<b>B</b>	<b>-</b>

<sup>a</sup> Volume-to-capacity ratio, <sup>b</sup> Average total delay in seconds per vehicle, <sup>c</sup> Level of service, <sup>d</sup> 50<sup>th</sup> and 95<sup>th</sup> percentile queue length in feet per lane (assuming 25 feet per vehicle), ~ volume exceeds capacity, queue is theoretically infinite, # 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer

### *Mystic Valley Parkway/Summer Street at Mystic Street*

All approaches at Mystic Valley Parkway/Summer Street at Mystic Street operate at LOS D or better in all peak hours which is generally considered acceptable in urban settings. Pedestrians at the intersection experience a PLOS of E with an average pedestrian delay of approximately 50 seconds in all peak hours. A PLOS E indicates a high likelihood of noncompliance.

**Table 2. Summary of Motor Vehicle Capacity Analysis at Mystic Valley Parkway/Summer Street at Mystic Street**

	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue (50 <sup>th</sup> /95 <sup>th</sup> ) <sup>d</sup>
<b>Morning Peak Hour</b>				
Summer St EB Left/Thru/Right	0.70	38.6	D	171/#478
Mystic Valley Pkwy WB Left/Thru/Right	0.91	57.5	E	2159/#625
Mystic St NB Left	0.26	18.7	B	21/85
Mystic St NB Thru/Right	0.39	19.2	B	86/270
Mystic St SB Left	0.54	35.0	D	67/#214
Mystic St SB Thru/Right	0.75	40.1	D	174/#505
<b>Overall</b>	<b>0.65</b>	<b>39.0</b>	<b>D</b>	<b>-</b>
<b>Evening Peak Hour</b>				
Summer St EB Left/Thru/Right	0.87	49.8	D	230/#655
Mystic Valley Pkwy Left/Thru/Right	0.85	49.1	D	194/#565
Mystic St NB Left	0.28	18.0	B	28/108
Mystic St NB Thru/Right	0.49	21.0	C	118/357
Mystic St SB Left	0.33	29.3	C	36/119
Mystic St SB Thru/Right	0.56	32.7	C	124/325
<b>Overall</b>	<b>0.58</b>	<b>37.4</b>	<b>D</b>	<b>-</b>
<b>Saturday Midday Peak Hour</b>				
Summer St EB Left/Thru/Right	0.64	32.6	C	167/#462
Mystic Valley Pkwy WB Left/Thru/Right	0.70	35.5	C	169/#484
Mystic St NB Left	0.26	15.0	B	29/110
Mystic St NB Thru/Right	0.34	15.8	B	82/258
Mystic St SB Left	0.31	25.5	C	40/129
Mystic St SB Thru/Right	0.51	28.1	C	120/315
<b>Overall</b>	<b>0.52</b>	<b>27.5</b>	<b>C</b>	<b>-</b>

<sup>a</sup> Volume-to-capacity ratio, <sup>b</sup> Average total delay in seconds per vehicle, <sup>c</sup> Level of service, <sup>d</sup> 50<sup>th</sup> and 95<sup>th</sup> percentile queue length in feet per lane (assuming 25 feet per vehicle), ~ volume exceeds capacity, queue is theoretically infinite, # 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer



### *Mystic Valley Parkway at High Street/Medford Street*

Analysis at Mystic Valley Parkway at High Street/Medford Street see the rotary operate under LOS F in the morning peak hour and LOS E in the evening peak hours. The High Street westbound approach in the morning peak hour and the Medford Street eastbound approach in the evening peak hour operate overcapacity. All approaches operate at LOS C or better in the Saturday midday peak hour.

**Table 3. Summary of Motor Vehicle Capacity Analysis at Mystic Valley Parkway at High Street/Medford Street**

	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue (95 <sup>th</sup> ) <sup>d</sup>
<b>Morning Peak Hour</b>				
Medford St EB Left/Thru/Right	0.850	37.9	E	9
High St WB Left/Thru/Right	1.088	79.8	F	23
Mystic Valley Pkwy NB Left/Thru/Right	0.682	21.1	C	5
Mystic Valley Pkwy SB Left/Thru/Right	0.881	44.3	E	10
<b>Overall</b>	-	<b>52.8</b>	<b>F</b>	-
<b>Evening Peak Hour</b>				
Medford St EB Left/Thru/Right	1.029	72.2	F	16
High St WB Left/Thru/Right	0.902	34.2	D	12
Mystic Valley Pkwy NB Left/Thru/Right	0.953	60.4	F	12
Mystic Valley Pkwy SB Left/Thru/Right	0.855	34.9	D	10
<b>Overall</b>	-	<b>49.1</b>	<b>E</b>	-
<b>Saturday Midday Peak Hour</b>				
Medford St EB Left/Thru/Right	0.716	20.6	C	6
High St WB Left/Thru/Right	0.715	17.4	C	6
Mystic Valley Pkwy NB Left/Thru/Right	0.527	15.7	C	3
Mystic Valley Pkwy SB Left/Thru/Right	0.541	13.8	B	3
<b>Overall</b>	-	<b>17.2</b>	<b>C</b>	-

<sup>a</sup> Volume-to-capacity ratio, <sup>b</sup> Average total delay in seconds per vehicle, <sup>c</sup> Level of service, <sup>d</sup> 95<sup>th</sup> percentile queue length in feet per lane (assuming 25 feet per vehicle), ~ volume exceeds capacity, queue is theoretically infinite, # 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer

### *Mystic Valley Parkway/Arlington Street at High Street*

All approaches operate under capacity in all peak hours except for the High Street eastbound approach in the evening peak hour in which the rotary operates under LOS E. Aside from this approach, all movements operate under LOS D or better.

**Table 4. Summary of Motor Vehicle Capacity Analysis at Mystic Valley Parkway/Arlington Street at High Street**

	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue (95 <sup>th</sup> ) <sup>d</sup>
<b>Morning Peak Hour</b>				
High St EB Left/Thru/Right	0.710	15.2	C	6
High St WB Left/Thru/Right	0.699	16.8	C	6
Arlington St NB Left/Thru/Right	0.078	8.1	A	0
Mystic Valley Pkwy SB Left/Thru/Right	0.781	27.5	D	7
<b>Overall</b>	-	<b>18.8</b>	<b>C</b>	-
<b>Evening Peak Hour</b>				
High St EB Left/Thru/Right	1.026	55.1	F	22
High St WB Left/Thru/Right	0.749	20.6	C	7
Arlington St NB Left/Thru/Right	0.108	11.1	B	0
Mystic Valley Pkwy SB Left/Thru/Right	0.441	12.6	B	2
<b>Overall</b>	-	<b>37.8</b>	<b>E</b>	-
<b>Saturday Midday Peak Hour</b>				
High St EB Left/Thru/Right	0.685	13.9	B	6
High St WB Left/Thru/Right	0.541	11.0	B	3
Arlington St NB Left/Thru/Right	0.068	8.2	A	0
Mystic Valley Pkwy SB Left/Thru/Right	0.277	8.7	A	1
<b>Overall</b>	-	<b>12.1</b>	<b>B</b>	-

<sup>a</sup> Volume-to-capacity ratio, <sup>b</sup> Average total delay in seconds per vehicle, <sup>c</sup> Level of service, <sup>d</sup> 95<sup>th</sup> percentile queue length in feet per lane (assuming 25 feet per vehicle), ~ volume exceeds capacity, queue is theoretically infinite, # 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer

### *Mystic Valley Parkway at River Street*

All approaches at Mystic Valley Parkway at River Street operate at LOS C or better in all peak hours which is generally considered acceptable in urban settings. Pedestrians at the intersection experience a PLOS of D with an average pedestrian delay of approximately 40 seconds in all peak hours.

**Table 5. Summary of Motor Vehicle Capacity Analysis at Mystic Valley Parkway at River Street**

	V/C <sup>a</sup>	Delay <sup>b</sup>	LOS <sup>c</sup>	Queue (50 <sup>th</sup> /95 <sup>th</sup> ) <sup>d</sup>
<b>Morning Peak Hour</b>				
Mystic Valley Pwky EB Left/Thru/Right	0.56	10.4	B	117/360
Mystic Valley Pkwy WB Left/Thru/Right	0.72	14.3	B	129/429
River St NB Left/Thru/Right	0.58	27.5	C	80/211
River St SB Left/Thru/Right	0.45	25.4	C	63/171
<b>Overall</b>	<b>0.69</b>	<b>15.8</b>	<b>B</b>	<b>-</b>
<b>Evening Peak Hour</b>				
Mystic Valley Pwky EB Left/Thru/Right	0.41	9.3	A	78/222
Mystic Valley Pkwy WB Left/Thru/Right	0.71	13.9	B	140/406
River St NB Left/Thru/Right	0.63	23.8	C	92/#354
River St SB Left/Thru/Right	0.21	18.9	B	26/106
<b>Overall</b>	<b>0.72</b>	<b>15.1</b>	<b>B</b>	<b>-</b>
<b>Saturday Midday Peak Hour</b>				
Mystic Valley Pwky EB Left/Thru/Right	0.34	7.7	A	30/152
Mystic Valley Pkwy WB Left/Thru/Right	0.60	10.0	B	54/265
River St NB Left/Thru/Right	0.38	14.3	B	27/141
River St SB Left/Thru/Right	0.21	13.4	B	15/87
<b>Overall</b>	<b>0.59</b>	<b>10.4</b>	<b>B</b>	<b>-</b>

<sup>a</sup> Volume-to-capacity ratio, <sup>b</sup> Average total delay in seconds per vehicle, <sup>c</sup> Level of service, <sup>d</sup> 50<sup>th</sup> and 95<sup>th</sup> percentile queue length in feet per lane (assuming 25 feet per vehicle), ~ volume exceeds capacity, queue is theoretically infinite, # 95<sup>th</sup> percentile volume exceeds capacity, queue may be longer



## Appendix B. Project Team Meeting 1 Notes

January 13, 2022

### Attendees

Member	Representing	Present
Dan Driscoll	Department of Conservation & Recreation (DCR)	
Gerald Autler	Department of Conservation & Recreation (DCR)	
Stella Lensing	Department of Conservation & Recreation (DCR)	Yes
Jeff Parenti	Department of Conservation & Recreation (DCR)	
Amanda Lewis	Department of Conservation & Recreation (DCR)	Yes
Michael Trepanier	MassDOT	Yes
Pete Sutton	MassDOT (Bicycle & Pedestrian Coordinator)	Yes
Tim Paris	MassDOT (District 4)	Yes
Todd Blake	City of Medford	Yes
Tim McGivern	City of Medford	
Amy Ingles	City of Medford	Yes
David Loutzenheiser	MAPC	Yes
Allison Burson	Solomon Foundation	Yes
Herb Nolan	Solomon Foundation	Yes
Daniel Amstutz	Town of Arlington, Dept of Planning & Community Dev	Yes
David Morgan	Town of Arlington, Dept of Planning & Community Dev	Yes
Amber Christoffersen	Mystic River Watershed Association (MyRWA)	Yes
Stephanie Weyer	Toole Design Group, Project Manager	Yes
Lucy Gibson	Toole Design Group, Lead Engineer	Yes

### Introductions

Attendees introduced themselves, including who they are representing, and the perspectives they bring to the team.

Stephanie Weyer began a powerpoint that guided the meeting through the agenda.

### Project Overview

Stephanie reviewed the project scope and schedule, noting this group will meet four times over the course of the project, which will be complete by the end of June.

### Public Engagement

The public meeting on January 26 has been advertised on social media. Postcards are to be sent to abutters prior to the meeting, and yard signs will be placed along the corridor. Additional upcoming engagement activities include online meetings with a miro board, surveys, and a focus group meeting.

### Draft Goals

Stephanie presented the draft project goals, as follows:

- Provide an accessible multi-use path that contributes to a regional greenway network while connecting locally from the Minuteman Bikeway to Alewife Brook Greenway
- Increase safety and comfort for all users

- Provide a scenic and legible path with amenities that enhance people's experience along the Mystic River
- Enhance climate resiliency and preserve wetlands, trees, and habitat

Suggestions from the Project Team for additional goals or edits include the following:

- Add regional transportation connectivity (between Mystic path and Minutemen Bikeway) and emissions reduction as goals related to increase mode share of bicycle travel
- Include mention of habitat values
- Improve access to Mystic Lakes and views
- Improve crossings at the rotary, and perpendicular bicycle connectivity to connect path with other routes (i.e. along High Street, River Street)
- Better integration of the path with the road system as a transportation route
- Better connectivity to Somerville
- Connect people to the river and lake to draw people to the path who are not currently using it. Increase the diversity of path users.

## Existing Conditions

This included a review of plans, policies, and data.

The corridor has been broken into character zones have differing conditions and challenges.

### *Segment A: Summer St/Mill St/Buzzell Field area*

- Stephanie reviewed existing conditions and uses in terms of street width and parking usage, and asked those present about thoughts on if path connection should be made through Buzzell Field or along Mill Street.
- Dan has observed a lot of parking on game days and school events, which will be challenging. Summer Street is a high traffic corridor, and path along Summer Street will conflict with these other uses.
- The path through Buzzell Field is narrow, and conflict with active park uses must be considered
- A good connection through the Summer/Mill intersection is needed as well, to provide local access to the path and invite people coming from the west through wayfinding, art, etc.

### *Segment B: Summer/Mystic St/Mystic Valley Parkway intersection*

- Discussion confirmed that Town of Arlington controls and maintains the intersection
- Dan indicated that changes to intersection geometry are possible
- David L suggested considering an offset intersection with a split phase
- Todd noted that this would require a split phase, with tradeoffs between crossing distance and cycle length (crossing frequency)
- Dan noted that the existing southbound bike lanes south of the intersection should be extended through intersection.
- Dan noted that people cross entire intersection diagonally during the exclusive phase
- Peter asked if the path vision includes widening the sidewalk on the south side of Summer Street the width of a shared use path?
- Dan noted that this study will need to evaluate parking challenges. There is likely to be resistance to parking enforcement along Summer that will push parking onto neighborhood streets.
- Widening sidewalk into the park will impact trees and a fence.

### *Segment C: Lower Mystic Lake*

- Stephanie reviewed existing conditions, features and challenges of this segment, including existing widths, overlook opportunities, roadway width, culvert condition, and crossing to Hayes Street.
- Stephanie asked if Tim can provide construction plans and inspection report for the culvert.
- Dan noted that grade change and cemetery on south side will be a factor to consider. Dead end streets have informal connections to the path – we should look at improving those and making them accessible.

- Michael noted that there looks like there is space for a wider path with the existing buffer and the shoulder. He noted that the steel plate on the culvert photo looks temporary, as it is no longer there, and wondered if it can be rehabbed to avoid Chapter 91.
- Stella asked who owns culvert, and is a road diet is possible?
- Herb noted that capturing the views is important. He will share some examples of platforms that can provide a viewing area with minimal impacts.
- David L suggested that the guardrail be placed between the road and path, Allison and Amber agreed.

#### **Segment D: Medford Street/High Street Rotaries**

- Stephanie reviewed existing conditions, including that there are no crossings of High Street for the existing path, and the rotary design does not provide any deflection to reduce traffic speeds.
- Bus routes 80 and 95 pass through intersection
- Todd noted that Medford has hopes for improved crossing on their side, but no specific plans or ideas yet. There is demand for a crosswalk at the rotary. The jurisdiction is complicated, with MassDOT owning the bridge, DCR owning the parkway through the rotary, Medford St under Arlington jurisdiction, and the City of Medford controls High and Arlington streets. They are very interested in improving safety here.
- MassDOT road inventory shows Medford St bridge under DCR jurisdiction and River St bridge under MassDOT. Need to confirm.
- Dan noted that the town has looked at a crossing of Medford Street.
- David L noted that he usually crosses at the middle of the bridge when running through this area.
- Allison suggested looking at the Great Plain Ave/Wellesley Ave (Wellesley) rotary as a precedent project, in a residential area with bus traffic.
- David M noted that school buses sometimes stop on the bridge; not sure if that is part of a planned route.

#### **Segment E: East End**

- Stephanie reviewed existing conditions: woodland character, grade separation of parkway and path; asked the group for thoughts on paved vs unpaved paths here? How do we address River Street crossing? Do you maintain a mid-block crossing, or bring path users to the signal to cross?
- Amber summarized the options from the DCR parkway guide: raised one-way bicycle lanes, raised two-way bicycle lanes on the river side, or a paved shared use path.
- Todd noted that Medford has requested DCR to look at traffic calming on River Street
- Dan noted that River Street is very wide, and that we should ensure a (bicycle) connection between River Street and the path
- David L encouraged narrowing of River Street
- David L and Amber both expressed concerns that an unpaved path would erode and get rutted, and encouraged consideration of a paved path.

### **Bridges**

The next topic was to discuss the need to evaluate crossings underneath the bridges, to avoid the need for grade crossings of the streets. Michael T did not recommend spending any time/effort on this unless there was really no alternative. Stella and Amber agreed, that it was important to provide safe street-level crossings, and keep eyes on the street. Going under the bridges would also impact paddling.

### **Traffic Evaluation**

- Lucy reviewed the existing traffic and safety conditions analysis to date. Our work will be guided by the priorities of Connect Arlington, which places pedestrians at the highest priority, followed by bicycles, scooters, and other rideables. The goals of Connect Arlington also include increasing the mode share of non-SOV auto travel.
- Traffic counts were conducted in mid-December, so should reflect the “new normal” between the Delta and Omicron virus surges. These counts are 16-17% lower than counts conducted in 2015. Toole recommends using the 2021 counts, unadjusted, as the basis of design.

- Preliminary capacity analyses have been conducted at some intersections, indicating that there is available capacity at these intersections.
- Improving safety at the affected intersections is a priority from Connect Arlington, and a preliminary crash analysis indicates that the High street rotary in Arlington has the greatest number of crashes, though no crashes along the corridor in the past 5 years has involved people walking or biking.
- The group was asked if there were any major developments or projects planned in the area that should be considered. There are some housing developments (117 Broadway at Broadway & Everett, Clarendon Hill in Somerville, 196 Boston Ave in Medford), but are unlikely to generated enough traffic to warrant consideration.
- The GLX phase 2 is too far into the future to consider at this time.
- Lucy reviewed the purpose of the traffic study, which will be consider town's aspirations for safety and mode share, and not assume inevitable growth in traffic. There was general agreement, though several noted that current MassDOT practices for state-funded projects assume traffic growth, and FDR traffic counts have to be approved. Dan noted that the Arlington DPW may be concerned about reduction in capacity or level-of-service.
- The group also discussed the design process that may be required to take this project forward. The DCR will be involved. Michael T noted that there were two possible pathways, depending on the funding source: DCR only, or DCR/MassDOT. DCR prioritizes projects based on their planning process, so MassDOT involvement is needed if other funding is used, but DCR will still be involved.
- Consider alignment of Medford rotary and crosswalk to make diversion toward bridge more gradual than abrupt as it is today

### **Closing/Next Steps**

- Stephanie reviewed the next steps, including public meeting, survey, and documenting existing conditions. The team will then begin to develop alternatives.
- The next meeting of this group will be mid-March.
- Allison noted as a closing thought that is great to see both municipalities working together on this project.



## Appendix C. Public Meeting 1 Notes & Chat

### *Main Room Discussion Notes*

Dan Jaffe

- Connection to tri-community path?
- AC: lessons learned in this project to be applied to the next segment directly connecting to TCP--ideally will be another project in near future

Dana Phillips

- Winter maintenance plans?
- Maintenance plan to be developed in design phase--coordination with landowners to allow year round use

Joy Spadafora

- Consider connection to Boston Avenue bike lane which connects to new Green Line station?
- AC: more of a regional nature to that connection--this is Arlington project

Tony Lim

- Connect to downtown Medford via Clippership Connector?
- Setting up connections into Medford, but this scope stays as is, by River

Roderick Holland

- Cyclists tend to use the roads in this area, pedestrians use riverside path, with few exceptions
- River Street is good way to cross the river
- Most of the interesting riding is on the Medford side of Mystic River and east side of Lakes
- "This is potentially interesting"
- Pedestrians informally cross River Street by the bridge, not at intersection

Deniz Karakoyunlu

- Gas station--lots of conflicts with cars
- Summer St--both options--connection through Mill St Park and another connection for pedestrians

Kevin Cuddeback

- River Street crosses into Harvard Street--preferred crossing to avoid rotaries
- Harvard, High Street--currently hard to move ALONG the river
- No good way to cross Harvard Street
- Harvard St too wide on the bridge--room for double wide sidewalk
- Pedestrians cross at high point of bridge, rather than dealing with rotaries--midblock informal crossing for pedestrians
- Hard for people biking to travel along the river from double rotaries

Emily O'Brien

- Will signage be included in design process?
- Existing path network--hard to navigate because lack of wayfinding--people don't know how to connect between facilities

Gerard McQuaid

- "low hanging fruit" to connect near whole foods (?)
- Have both a river-side path with overlooks etc AND improvements to Mystic Valley Pkwy for vehicular cycling?
- "Best of both worlds" dual facilities

### *Chat Notes*

19:40:07 From \*Julie Shapiro, Toole Design to Everyone:

<https://tinyurl.com/MystictoBikewaySurvey1>

19:51:27 From Kevin Cuddeback to Everyone:

Pedestrians seem to feel safest crossing from north to south at mid-bridge (given sightlines I think)

19:52:51 From James Ospenson to Everyone:

This is Harvard Ave and High Street, right?

19:53:02 From Todd Blake, City of Medford Dir. of Traff. & Transp. to Everyone:

Yes

19:54:03 From Kevin Cuddeback to Everyone:

River St - Harvard is clearly the less complex way for a cyclist to cross the mystic (no rotary, signal helps a lot)

19:54:15 From Jakub to Everyone:

Please keep in mind that any unprotected bike lane on Summer St is guaranteed to be completely blocked by parked cars on game days.

19:54:58 From Daniel Nuzzo-Mueller to Everyone:

The light at Harvard street has an extremely long light cycle for anyone crossing Mystic

19:55:27 From Daniel Nuzzo-Mueller to Everyone:

via Mystic\*

19:55:49 From Michael Quinn to Everyone:

Will these slides be posted separately from the recording?

19:56:17 From Kevin Cuddeback to Everyone:

The giant "ROTARY" signs (c. 2017?) cut down on the number of people who'd come westbound on High in Medford and crash straight into the island

19:56:26 From \*Kelly Lynema, Town of Arlington to Everyone:

Yes, these will be posted to the project page on the Town's website

19:56:54 From \*Kelly Lynema, Town of Arlington to Everyone:

This page will be updated: <https://www.arlingtonma.gov/Home/Components/News/News/11771/16>

19:57:44 From \*Amber Christoffersen, Mystic River Watershed Association to Everyone:

<https://survey.alchemer.com/s3/6710491/Mystic-River-Path>

19:58:08 From Steve Petrarca to Everyone:

just took the survey - thank you.

19:58:28 From Steve Petrarca to Everyone:

good question - I had that one as well (tri-community bike path).

19:58:36 From Roderick Holland to Everyone:

The raise hand control is not available on my display.

19:59:00 From Steve Petrarca to Everyone:

@Roderick - for me, it's under Reactions.

19:59:04 From Phil Goff to Everyone:

Rod - did you look within "Reactions" at bottom right?

19:59:18 From Roderick Holland to Everyone:

Reactions is not displayed

19:59:46 From Michael Quinn to Everyone:

Roderick, it's under "Reactions"

19:59:54 From Emily O'Brien to Everyone:

YES thank you

20:00:04 From \*David Morgan to Everyone:

Feel free to offer your comments in the chat if you're unable to raise your hand or have other technical difficulties.

20:00:14 From Bruce Kulik to Everyone:

I'll second Dana Phillips question. Maintenance MUST be a priority.

20:00:19 From Martha Ondras to Everyone:

DCR plows the Medford side path

20:00:20 From Roderick Holland to Everyone:

I'm sure it is under Reactions, but Reactions is not displayed.

20:00:29 From \*Amber Christoffersen, Mystic River Watershed Association to Everyone:

@ Roderick we will call on you!

20:00:39 From Emily O'Brien to Everyone:

Clarifying my previous comment - it was a thank you for bringing up the winter maintenance issue

20:00:42 From Roderick Holland to Everyone:

Roger that.

20:01:12 From Phil Goff to Everyone:

Can Stephanie or Amber describe the level of involvement--if any--DCR will have in this stage of the planning/design process?

20:01:48 From BDan Fairchild to Everyone:

the path up to Boston Ave already exists

20:01:50 From Kevin Cuddeback to Everyone:

the dark green path shown as "Mystic River Path" does a good job of getting to Boston Ave @ MVP

20:01:54 From gerard mcquaid to Everyone:

Thanks Joy- simple update could help across from WholeFoods

20:02:21 From Daniel Nuzzo-Mueller to Everyone:

Agreed, right near Wholefoods you open a whole new set of roads and paths that give you access out to South Medford and Somerville

20:02:37 From Juan Ramos to Everyone:

Joy, I think the infrastructure to get to Boston Ave is adequate right now to connect from the rotary on Route 16.

20:03:26 From Aaron Charlwood to Everyone:

Agreed, Juan, there is an excellent multi-use path along route 16 that connects to Boston Ave

20:03:51 From Michael Quinn to Everyone:

to bicycle commute to Tufts, one nice route is to cross the river into Medford at River St, and then take the curving Mystic River Rd along the river which then becomes Arlington St. and then get on Boston Ave.

20:04:08 From Adam MacNeill (he/him) to Everyone:

Rod's experience there w/ cyclists preferring the roads considering the current state of the path is mine, too

20:04:24 From Kevin Cuddeback to Everyone:

I bike up the MVP Rotary-Lake-Climb to Mystic about 3times per week, and the path is unsuable given its patches and root intrusions

20:04:42 From Sharman Lappin to Everyone:

Winchester!

20:05:09 From Thomas Pofahl to Everyone:

To clarify: Is the intention with this project to install a new paved off-street path for use by cyclists/pedestrians?

20:05:16 From Steve Petrarca to Everyone:



I ride from the lakes to either MVP or Summer often

20:05:52 From Daniel Nuzzo-Mueller to Everyone:

A common "loop" for cyclists is to ride south on the mystic to the Mystic valley parkway, up mystic street and repeat. Just some context as to a common cycling route.

20:06:16 From \*Amber Christoffersen, Mystic River Watershed Association to Everyone:

@Phil, DCR staff member have gone on a bike ride with the project team and are attending ongoing stakeholders meetings

20:06:50 From ernie meunier to Everyone:

Re: Medford access: FYI We at MBAC are planning on installing a bike lane west-bound from West Medford Sq to link with the rotaries; eastbound will have to be shadowed, with parking on this commercial side.

20:07:34 From Donald Gillies to Everyone:

I run the Mystic River (MVP) loop several times a week and cross River St at the bridge as there is no sidewalk on the river side between River St and Medford St

20:08:01 From Daniel Nuzzo-Mueller to Everyone:

A west-bound bike lane is downhill on High on the west side of West Medford Ctr

20:08:21 From BDan Fairchild to Everyone:

I think some people may have missed the request to save suggestions for the breakout groups.

20:09:07 From Daniel Nuzzo-Mueller to Everyone:

Which makes it less useful than east-bound. As a West Medford resident I understand there are more businesses on the east-bound side but I want to raise that it is "less useful" than having a bikelane uphill where the speed differential is higher

20:09:47 From Bruce Kulik to Everyone:

Transportational cyclists need direct routes. Creating bicycle infrastructure for more pleasant recreational cycling doesn't make sense. River Street may be more pleasant, but the direct route is High Street.

20:10:05 From Todd Blake, City of Medford Dir. of Traff. & Transp. to Everyone:

TY for the comments re Medford. Medford is very interested in improving bicycle connections as well. We are attending this mtg. to support Arlington in anyway we can for our shared wants, needs. Medford has a good working relationship with Arlington, Somerville, and other neighboring communities as well as other groups, agencies. So, we look forward to making future connections as well (working with all interested parties). We're encouraged by the attendance and enthusiasm - T. Blake, City of Medford

20:10:07 From Michael Quinn to Everyone:

Movement along the river is very common for both cyclists and runners, and the road crossings at both River/Harvard and Medford/High can be difficult, much more so for Medford/High when on foot.

20:11:38 From Martha Ondras to Everyone:

Yes, running or walking crossings are very difficult at the rotaries.

20:11:42 From Dan Jaffe to Everyone:

GPS maps can help!

20:11:58 From BDan Fairchild to Everyone:

"Find the next grey stone marker" is not an easy game, or even a game that you can tell that you're playing sometimes.

20:12:12 From Dana Phillips to Everyone:

Personally, if heading west-ish for transportation, I take the rotaries to Medford St up to Arlington to avoid the mystic/summer intersection as it's often a mess. And there's a lot of destination options in Arlington; connecting that in would be useful.

20:12:17 From Roderick Holland to Everyone:

Hi, Bruce. I get a lot of use out of River St to Harvard St to High Street, and over the hill to Medford Center.

20:12:28 From Kevin Cuddeback to Everyone:

(I do believe that DCR/Medford are considering a Contra-flow on the Medford side, but I think there's a real need on Arlington side, and only Arlington can make those connections on either end)

20:12:47 From Beth Melofchik to Everyone:

Current crossings for pedestrians discourage use. There are not enough crossings promoting access to the river or lake view. Not ones one feels confident using.

20:12:48 From Roderick Holland to Everyone:

But then, I'm starting in E. Arlington, so this is, more or less, my direct route.

20:13:05 From Jared Powell to Everyone:

Seconding Emily O'Brien's request for clear signage. Roads are labelled consistently for cars; people on inconsistently connected paths get lost or confused, or just have to work harder to figure out where to go.

20:13:38 From Bruce Kulik to Everyone:

+1 to the signage request

20:15:22 From Lisa DiRocco to Everyone:

Would really appreciate consideration of Emily's signage point -- so important in my experience

20:16:55 From Bruce Kulik to Everyone:

Thanks Amber for you comments. I find that many infrastructure designs do not accommodate the full spectrum of cycling abilities, both novice and expert.

20:17:28 From Roderick Holland to Everyone:

+1 to Bruce's point

20:31:01 From Emily O'Brien to \*Julie Shapiro, Toole Design(Direct Message):

I'm going to need to take off, thank you!

20:49:06 From Dana Phillips to Everyone:

places to lock up

20:50:00 From Adam MacNeill (he/him) to Everyone:

No worries Doug, our breakout room had a good discussion and wrapped well

20:50:32 From \*Julie Shapiro, Toole Design to Elisabeth Carr-Jones(Direct Message):

That's a great point--sorry you got cut off! Will raise that with the project team and maybe we can follow up for further discussion with you

20:51:08 From \*Amber Christoffersen, Mystic River Watershed Association to Everyone:

our group was wondering what improvements could be made in the short term, especially for the crossings at the High Street rotaries

20:51:22 From \*David Morgan to Everyone:

How can the goals and designs best reflect/accommodate cyclists of differing ages and abilities?

20:51:30 From Beth Melofchik to Everyone:

Please do not bisect Buzzell Field, high volume use for multiple sports and passive recreation. Path is used for spectators of ball games

20:52:19 From \*Scott Smith to Everyone:

Challenges for pedestrians, especially at the rotaries. Possibility of quick-build mid-bridge crossing?

20:52:44 From BDan Fairchild to Everyone:

I'll add my suggestion for High St: paint a crosswalk on the bridge right above the middle of the river

20:53:16 From Daniel Nuzzo-Mueller to Everyone:

+1 to BDan Fairchild's suggestion

20:53:20 From Kevin Cuddeback to Everyone:

Tactical: The Palmer St crosswalk of MVP could use better signage, re-grading its curb cut, or flex posts to reduce the bellmouth of Palmer as it meets the Parkway (and we flagged Palmer St as a neighborhood connection point)

20:53:25 From ernie meunier to Everyone:

Yes...for maximal nightlines too.

20:53:47 From \*Scott Smith to Everyone:

+1 to cyclists of different abilities

20:53:55 From \*Amber Christoffersen, Mystic River Watershed Association to Everyone:

lots of ideas for tactical, short-term solutions!

20:54:21 From Dan Jaffe to Everyone:

+1 to cyclists of different abilities

20:54:23 From Elinore Charlton to Everyone:

I like the idea of separating serious bikers/commuters from low key bikers (like me) and children.

20:54:24 From Joy Spadafora to Everyone:

any off-road path would need to be wide enough for two-way use

20:54:30 From Jo Anne Preston to Everyone:

Work with neighborhood working for pedestrian safety on medford street. We need to slow down the trucks.

20:54:31 From Phil Goff to Everyone:

Given the challenges from a bicycling POV of climbing the hill up the MVP/Mystic/Summer intersection, getting thru that challenging intersection, and riding along Summer St without parking removal (which will be politically difficult), is it within scope to look at a bike connection along Medford St by restricting parking to one side and striping bike lanes that will connect with the planned bike lanes on Chestnut St. Just a thought....

20:54:35 From Michael Quinn to Everyone:

There is no pedestrian crossing of High street between the rotaries. Please make one.

20:54:38 From \*Kelly Lynema, Town of Arlington to Everyone:

Could we consider some outdoor public restrooms?

20:54:47 From Dan Jaffe to Everyone:

Meet up so people can go as a group on the weekends

20:54:51 From Jeff Buxbaum to Everyone:

Regarding crossing High Street, there are currently no crosswalks, so it's reasonable not to have to wait 5 years for reasonable crossing.

20:55:06 From Tsun Au Yeung to Everyone:

Crossing at summer and Mystic, that would be either on the east side or diagonally?

20:55:23 From Eric Wemhoff to Everyone:

I hope that much of the wooded, naturey feel of the path and the river between Medford St and River St can be preserved!

20:55:38 From \*Julie Shapiro, Toole Design to Everyone:

<https://tinyurl.com/MystictoBikewaySurvey1>

20:55:46 From Dan Jaffe to Everyone:

Stop areas along the river with racks

20:55:50 From \*Amber Christoffersen, Mystic River Watershed Association to Everyone:

the hill also poses a maintenance issue as debris lands on the path on the northside of MVP by the lakes

20:55:51 From ernie meunier to Everyone:

Re truck speeds: it's the pickup trucks that speed excessively, not large commercial ones. Don't conflate sound levels with speed...it's a natural mistake.

20:55:58 From BDan Fairchild to Everyone:

+1 for restrooms

20:56:15 From Ambar Johnson to Everyone:



enough bike parking space in greenspaces

20:56:21 From Gina S to Everyone:

+1 Eric - natural area near the river

20:56:32 From Dan Jaffe to Everyone:

Better cross sensors as some don't work

20:56:45 From Patrick Bibbins to Everyone:

Water for people and pets is becoming even more important as global temps rise. A real health and safety issue!

20:56:45 From Jo Anne Preston to Everyone:

Preserve the trees.

20:56:48 From Michael Quinn to Everyone:

Mystic River Rd. in Medford is very quiet and has room for width expansion.

20:57:01 From Phil Goff to Everyone:

Cars don't need more space than this:

20:57:04 From Tsun Au Yeung to Everyone:

Is it possible to utilize Russel street as safe quiet street as connector to Minuteman?

20:57:05 From Adam Auster to Everyone:

Drinking fountains are user magnets

20:57:07 From Joy Spadafora to Everyone:

+2 Eric - Save the trees!

20:57:07 From Kevin Cuddeback to Everyone:

The "Cemetery Notch" climb on MVP. R.Holland and I liked the idea of a climbing bikelane (widened by borrowing from the downhill shoulder) and downhill "sharrows only" similar to both High St in Medford and Powderhouse

20:57:19 From Beth Melofchik to Everyone:

Just Sustainabilities, Prof Julian Agyeman at Tufts U. holistic comprehensive planning with input and consideration of all stakeholders. Please consider watching one of his videos

20:57:25 From Roderick Holland to Everyone:

Mystic River Rd is usable by everyone as is, I think.

20:57:48 From Jo Anne Preston to Everyone:

Link to survey?

20:57:54 From \*Julie Shapiro, Toole Design to Everyone:

<https://tinyurl.com/MystictoBikewaySurvey1>

20:57:56 From Kevin Cuddeback to Everyone:

three dots "save chat" :-)

20:58:27 From BDan Fairchild to Everyone:

yes, thank you to all the facilitators!

20:58:28 From Erika Reinfeld to Everyone:

Thank you!

20:58:29 From Cyrus Miceli to Everyone:

Thank you!

APPENDIX D

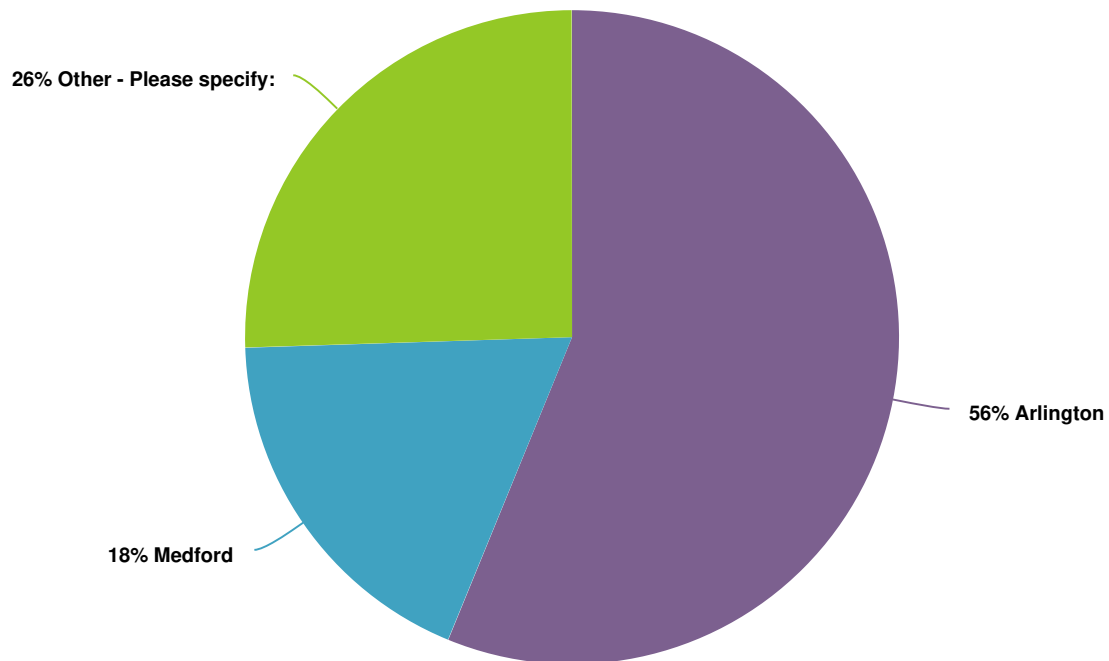
# Report for Survey #1: Mystic River Path Connection to the Minuteman Bikeway Study

Response Counts

Completion Rate:	100%	<div></div>	
	Complete	<div></div>	520

Totals: 520

## 1. In what community do you live?



Value		Percent	Responses
Arlington	<div><div></div><div></div></div>	56.2%	289
Medford	<div><div></div><div></div></div>	18.3%	94
Other - Please specify:	<div><div></div><div></div></div>	25.5%	131

Totals: 514

Other - Please specify:	Count
Somerville	56
Cambridge	19
Malden	6
Somerville	5
Boston	4
Winchester	4
somerville	4
Totals	131



Other - Please specify:	Count
North Cambridge	3
cambridge	3
Belmont	2
Brookline	2
Cambridge	2
SOMERVILLE	2
Winchester	2
Woburn	2
Arlington and Medford	1
Charlestown	1
Jamaica Plain	1
Lexington	1
Lynn	1
Melrose but I enjoy biking over to Medford on the Northern Strand	1
Newton	1
North Waltham	1
Stoneham	1
Waltham	1
Waltham	1
Work in Medford	1
boston	1
east Lexington	1
wilmington	1
Totals	131



2. How do you get around? Select all the ways you move for recreation, active transportation, and running errands.

	Almost every day	Once or twice per week	Once or twice per month	Once or twice per year	Never	Responses
Motor vehicle						
Count	158	253	61	11	11	494
Row %	32.0%	51.2%	12.3%	2.2%	2.2%	
Walk / roll						
Count	358	110	15	3	4	490
Row %	73.1%	22.4%	3.1%	0.6%	0.8%	
Walk a pet						
Count	101	5	7	16	288	417
Row %	24.2%	1.2%	1.7%	3.8%	69.1%	
Jog / run						
Count	64	90	59	36	183	432
Row %	14.8%	20.8%	13.7%	8.3%	42.4%	
Bike						
Count	154	162	104	34	36	490
Row %	31.4%	33.1%	21.2%	6.9%	7.3%	
E-bike / e-scooter						
Count	10	23	10	8	361	412
Row %	2.4%	5.6%	2.4%	1.9%	87.6%	
Scooter						
Count	0	6	7	12	384	409
Row %	0.0%	1.5%	1.7%	2.9%	93.9%	
Rollerblade						
Count	0	2	6	19	383	410
Row %	0.0%	0.5%	1.5%	4.6%	93.4%	
Skateboard						
Count	0	2	2	6	400	410
Row %	0.0%	0.5%	0.5%	1.5%	97.6%	
Airplane						
Count	0	0	0	0	1	1
Row %	0.0%	0.0%	0.0%	0.0%	100.0%	

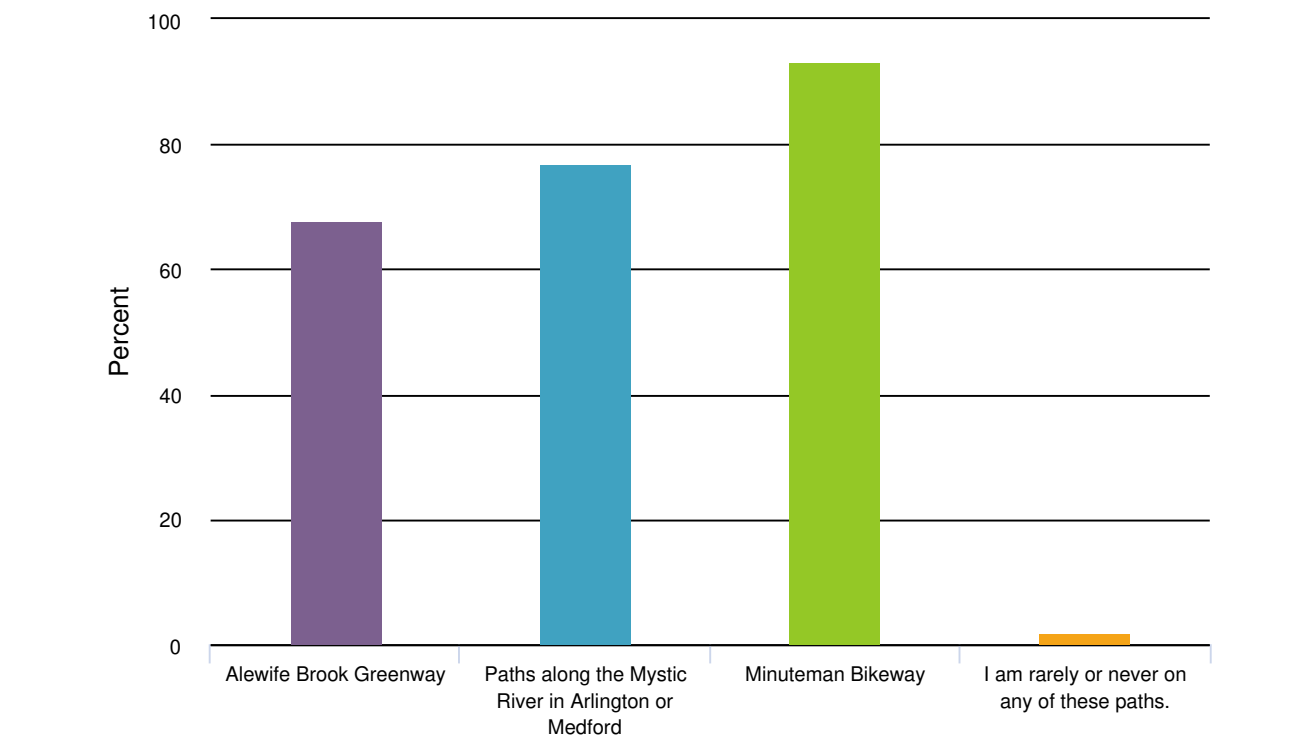
	Almost every day	Once or twice per week	Once or twice per month	Once or twice per year	Never	Responses
BUS -- How is this not an option?!?! Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
CROSS-COUNTRY SKI Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Cross Country Skiing Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
I used to bicycle daily as my main form of transportation and commuting. With Covid and home office, I do it much less. Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Ice Skate Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Kayak Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
MBTA Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Mbta Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Motor scooter Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Public Transit Count Row %	0 0.0%	0 0.0%	0 0.0%	2 100.0%	0 0.0%	2

	Almost every day	Once or twice per week	Once or twice per month	Once or twice per year	Never	Responses
Public Transportation bus/subway Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Push a stroller Count Row %	1 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1
Push a stroller (I add this because specific pavement needs) Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Ride the bus! Why isn't public transit included here?? Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Snowshoe, cross country ski Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Take the T almost every day (bit shocked you didn't include this: poor survey design) Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Take transit Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1
Unicycle Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Walk with stroller Count Row %	0 0.0%	1 100.0%	0 0.0%	0 0.0%	0 0.0%	1



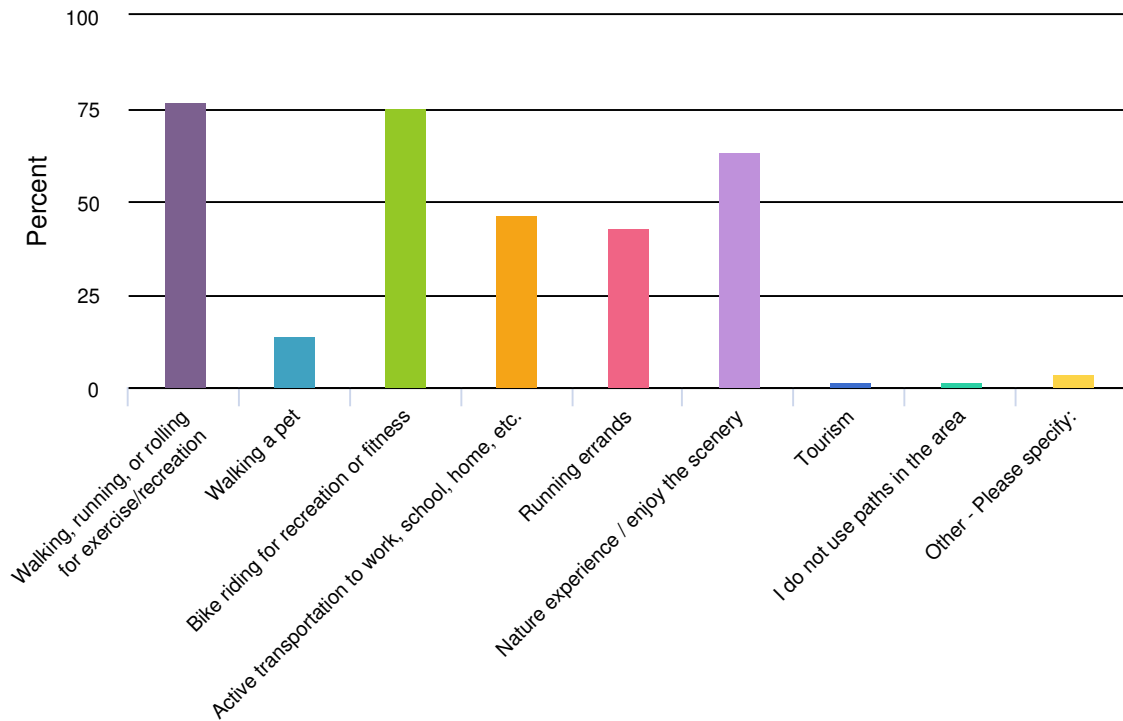
	Almost every day	Once or twice per week	Once or twice per month	Once or twice per year	Never	Responses
With stroller						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
canoe						
Count	0	0	1	0	0	1
Row %	0.0%	0.0%	100.0%	0.0%	0.0%	
flying						
Count	0	0	0	0	1	1
Row %	0.0%	0.0%	0.0%	0.0%	100.0%	
motorcycle						
Count	0	1	0	0	0	1
Row %	0.0%	100.0%	0.0%	0.0%	0.0%	
paddle, I have paddled to work in Boston from medford						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
stop and look, photograph, enjoy flora & fauna						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
transit						
Count	0	1	0	0	0	1
Row %	0.0%	100.0%	0.0%	0.0%	0.0%	
Totals						
Total Responses						494










3. Whether occasionally or frequently, what paths do you currently use connected to the study area? Select all that apply.



Value		Percent	Responses
Alewife Brook Greenway	<div><div></div></div>	67.9%	344
Paths along the Mystic River in Arlington or Medford	<div><div></div></div>	76.9%	390
Minuteman Bikeway	<div><div></div></div>	93.1%	472
I am rarely or never on any of these paths.	<div><div></div></div>	1.8%	9

4. What are your reasons for using paths in the area? Select all that apply.

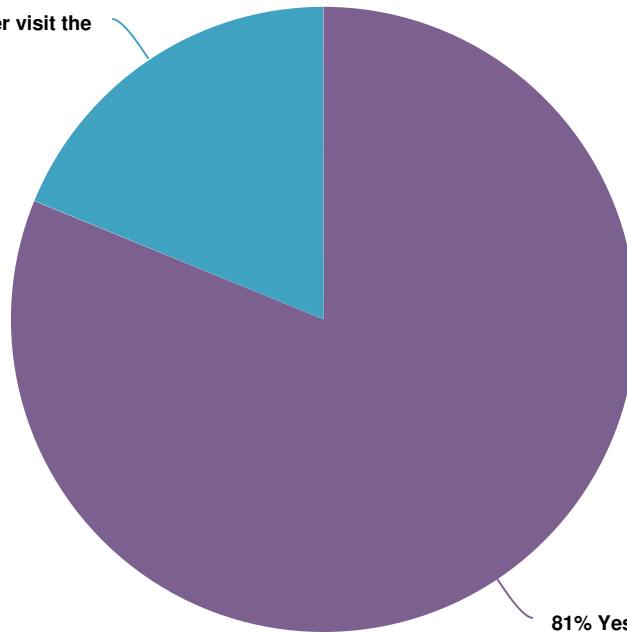


Value		Percent	Responses
Walking, running, or rolling for exercise/recreation		76.9%	390
Walking a pet		13.8%	70
Bike riding for recreation or fitness		75.3%	382
Active transportation to work, school, home, etc.		46.4%	235
Running errands		42.8%	217
Nature experience / enjoy the scenery		63.3%	321
Tourism		1.6%	8
I do not use paths in the area		1.4%	7
Other - Please specify:		3.4%	17



Other - Please specify:	Count
Being near trees and water!	1
Biking to get to Shannon Beach	1
Birding	1
Get outside with my child	1
Going shopping	1
Kayaking in the mystic	1
Safety compared to routes that don't involve paths	1
Visit friends and family	1
Visiting a local playground (Duggar)	1
Visiting friends in Arlington	1
Walking canoe to river	1
commuting	1
gardening, invasive removal	1
invasive removal - SAVING TREES	1
to get away from traffic	1
to get to Spy Pond and to the dog park.	1
visiting senior housing in Somerville (405 Alewife Brook Parkway)	1
Totals	17

## 5. Do you visit the Mystic Lakes for leisure or fitness?

19% No, I rarely or never visit the Mystic Lakes.



81% Yes, I visit or ride along the Mystic Lakes at least a few times per year.

Value		Percent	Responses
Yes, I visit or ride along the Mystic Lakes at least a few times per year.		81.2%	411
No, I rarely or never visit the Mystic Lakes.		18.8%	95

Totals: 506



6. Please tell us why you visit the lakes in the comment box.



ResponseID	Response
7	They are very beautiful and home to interesting wildlife
8	Great place to ride my bike to, even in the winter
9	I live across the street from where the upper and lower Mystic Lakes meet and ride my bike on Mystic St in both directions.
10	it is a pretty place to visit
11	Usually, for transportation up to Medford or towns beyond, but also because it is pretty! Plus nice birds and fishes
12	Bike, walk, read, rest
15	Recreational walks
18	The natural resource of that is incredible - being able to ride long distances off street is wonderful.
19	I live near the lakes and go there often to check out the birds, paddleboard/canoe and biking.
20	I bike-commute between Winchester and Boston daily, all year
21	Kayaking
22	to swim!

ResponseID	Response
23	Beautiful
24	to bike to Winchester Center
25	exercise, to see the area, long rides
26	Birding, walking, and checking on the Mystic Riverfront Restoration habitat project along the Mystic River in Arlington
28	Serenity, Connectedness
29	Recreation and count Alewife for MyRWA
31	I visit to run for recreation along the lakes and river
34	walking, birding, nature
35	Bird Watching, to get to tri-community bikeway
37	a regular bike workout route
39	swimming
41	Recreation
42	It's a pleasant walk,
43	Walking, biking, or paddling
46	I live 2 blocks away, so it is a natural draw for me.
47	drawn to open water
48	Recreation: kayaking and swimming in the summer, just walking along the shore year round.
51	Kayak, hang a hammock, Shannon Beach, biking, use the porta potties
54	Conveniently close, accesible by walking, biking and on the water (kayak), swimming in the summer, chance to see eagles
55	Swim/Picnic at Sandy Beach
58	Swim, walk, whatever
59	Live near by and own a canoe, we like to boat on the river/lake as a family.
60	Scenery, bird watching, swimming at the public beach.

ResponseID	Response
61	Cycling and swimming
62	scenery
63	Fitness—cycling and swimming
64	Biking, running.
67	Swim, Bike, and Run!
68	Run around them
69	views, birds, plants, fungi, animals, (relative) quietude, exercise, meeting with firends, socializing during the pandemic, checking on the eagles & herons, muskrat, alewives, etc...
70	Family
71	to decompress
72	Swimming
73	Swim at Shannon Beach
75	I mostly just ride by on the way to other places, but occasionally swim.
82	Great running loop and to go kayaking
84	nature viewing
85	A convenient, shorter ride with an interesting mosaic of communities and connections to other trails (e.g., Bike to the Sea) and good, paved roads with challenging hills in the Fells Escarpment.
88	Observe nature, hike, walk, bike, swim, picnic, attend gathering
90	Swimming, biking, running
92	I like the view, I like to bird watch. I find the nature healing and access to it very important
94	Beautiful place to walk and I also kayak on the Lakes
95	Walk the dog, recreational biking, enjoying the beauty!
98	boat access
99	Errands and to stop off at the dam to see the eagles.

ResponseID	Response
100	swimming, running, biking for fitness
101	I love riding around the lakes. It's a great bike route and and generally quiet enough (Mystic Valley Pkwy side)
102	to swim
105	To swim, to explore, to play, for fun
106	Natural beauty. The water (swim and kayak)
107	exercise
108	Walking in Nature, bird watching
109	I run and bike around them and I swim in the Upper Mystic
110	variety of lovely scenery
120	scenery
125	Nice scenery for walks, canoeing
127	fitness/recreation/training for event
128	beautiful, nearby.
134	mental and physical health
136	I live nearby
137	Excercise in a scenic area
138	peace and quiet
139	Recreation, swimming when the weather is nice
141	We live on Lower Mystic Lake
142	EXERCISE
145	Running and scenery
150	birds, kayaking, swimming, walking, biking, transportation to other places, counting herring!
153	It's a beauty spot in my neighborhood

ResponseID	Response
155	exercise variety
159	birdwatching, botanizing
160	swimming in the summer
161	Fishing, canoe
162	mostly to run, sometimes to swim at Shannon Beach
173	watch fish on the fish ladders, lookfor eagles, other creatures, nice views
174	Recreation
175	Biking along the side of the lakes is beautiful. I also like the sandy beach for me and my 2 year old son
176	Great place to run along the lake on the dirt path with no street crossings for almost 2 miles
177	Bike commuting and riding for exercise.
185	Because it's beautiful.
189	Paddle, swim, fish, pedal
191	They're so pretty. I love biking and running around then.
194	Exercise, swimming, relaxing
195	Exercise, bird watching
198	I like to walk along the path on the Lakes, and swim in them.
202	I mean, lakes are gorgeous.
206	Kayak there for fitness/recreation
207	Being outside to enjoy the beauty, nature, swimming, meditation, yoga, picnic lunches, hanging out with friends.
211	Beauty, serenity, biophilia
213	fun, fitness, errands
214	Their Beauty and my wellness
215	local green space... with bald eagles!



ResponseID	Response
216	Scenery and swimming
217	to relax, walk, run
219	Birdwatching, swimming
220	Early am's looking for eagles, admiring g the beauty of the Lakes
224	one of my favorite bike routes is "lakes and rivers" along this stretch
227	My family (including elementary aged children) walk and or bike along the mystic river and lakes 3-4 times per week, and every day in good weather! We also enjoy canoeing on the river/lake.
228	Jog and canoe
229	scenery, fitness
231	Closest nature to my house.
238	walking the dog, would ride my bike there if it was better connected to the other side of Rt 60
241	I like biking to all of the waterfronts in the Boston area: the harbor, the Charles & Mystic Rivers, Fresh Pond, Middlesex Fells Reservoirs, and Mystic Lakes.
243	Beautiful part of this area - feeling of riding a state park for a mile or two :)
245	Kayaking, local beauty/general recreation, "getaway" close to home
246	Recreation
248	It is a beautiful location to run.
249	Nice to run around them year round and see the herring in the spring run
250	Scenery, visit the dam
252	swim
255	Bike ride
258	Exercise with a view
262	recreational biking

ResponseID	Response
263	Beautiful area with many wildlife to be observed. And good location to get exercise.
265	Kayaking
267	Nice shady area for bike riding.
269	Leisure and fitness
270	live near lakes and walk the full lake route round
271	natural beeauty
272	Beautiful to ride along; relatively safe biking could be better; birding
273	Check out birds, scenic view
277	Regulrikeridesin to Winchester, Woburn and Lexington via east side of the lakes. When I worked in Lowell, on nice days I would bike to Wedgemere from E Arl. to catch the train.
278	Mostly to run on the trails around the lakes.
281	I ride along them 3 time a week in the summer. It's a great spot to ride
282	They are beautiful!
285	I often walk/run along the lower mystic lake path to west medford to run errands (see dentist, visit friends, run for exercise)
286	They're right next to my current housing & are a nice view while walking my dog.
288	exercise and recreation
291	Enjoy the scenery when running
292	connection with nature
295	Biking along the parkway, stopping at The Dam for bird watching and meditation, swimming in the summer, chipping golf balls at the park.
297	Recreation/Fitness
298	recreation
300	bike, walk, kayak, swim

ResponseID	Response
303	for swimming!
304	It's a nice walk
305	swim, run, walk, bike, relax, boat club
308	Shannon beach, fresh air, nature, swimming
309	Nice green space along the lakes and a good bike route towards Winchester
310	I enjoy cycling by the water
312	Enjoying nature, bird watching
314	Boating
318	swim, bird watch, visit w friends
320	Beautiful scenery
321	Lovely nature get-away
324	I run around both Mystic lakes for exercise.
325	Cycling (circumnavigating) and visiting the park by Wedgemere
326	I swim/kayak at the lakes during the warmer months
327	Enjoy nature year-round, informal bird watching, swimming in the summer, exploring the area with family
328	Scenery, wildlife viewing, recreation, fishing
329	It's nice to see a lake in the city.
330	For leisure and the feeling of nature and being far away, but close enough to access from my urban area of residence.
331	Convenient access to nature, wide shoulder for biking, easy access to bike trails in Arlington, Medford, Winchester
334	Great area for biking and walking and to commute to work in Woburn area
335	swimming
337	Predominately recreational fishing but I also live next to Lower Mystic Lake and walk to work (Arlington High School) most days.

**ResponseID    Response**

338	It's the most beautiful area
339	I walk along the Mystic when I'm at Assembly Square.
341	running / swimming
342	Birding, walking, counting herring and eels, photography,
345	Pleasure hiking
346	easy and safe bike route, and one of few swimming areas that's easy to bike to in metro boston
347	They are pretty, and the parkway is a good way to get to Winchester, Woburn, or beyond.
348	Nice place to run/ride around
351	Nature experience
352	I have been taking care of all the trees as best I can in the upper lake area cutting away invasive plants and picking up any litter.
356	birdwatch, swim
358	recreation and fitness
360	It is beautiful
361	It's a lovely place to read, contemplate nature, and meditate. I also take regular walks to the dam with a friend.
364	Running route
368	They're beautiful. I often will catch glimpses of birds of prey (including bald eagles), and love to see the fish ladder in action in the spring. There are often swans, ducks and turkeys all long and in the river and lakes, not to mention the occasional heron I'll see swooping low along the river.
369	to swim or walk along the lake
370	Ride bike or swim
371	I like to peak at the bald eagles and enjoy other nature sightings around the lakes.
372	For exercise and the views. I like to rest at the dam.

**ResponseID    Response**

377	My travels are more along the lower Mystic River, but I do bicycle to the Minuteman via the different paths further up the Mystic River to get there.
381	Bike my son to the playground on the Lakes
382	walking, kayaking, biking, swimming
383	Sense of peace and calm
384	I use my cargo bike to bring me and my two kids to visit Shannon Beach
385	Nature, views, wildlife
387	Nature, birds, wildlife, exposure to daylight, mental health
388	They are beautiful and close to where I live
389	Running, swimming and biking
390	To visit Shannon beach, swim or kayak
391	Especially during the pandemic it has become more important to find solace joy in the outdoors. My husband I come to sit at the lake for picnics, tailgating, walks, bike rides
396	To see weird ducks and migrating herring, participate in citizen science, get exercise.
400	Beautiful and calming scenery, beautiful in the fall, view of sunsets in the summer
403	For relaxation & enjoyment of being near water
404	Swimming paddling walking.
406	Fitness - run the perimeter (particularly Medford / Winchester side, returning via Turkey Hill in Arlington)
407	Walk and run exercise and walk for enjoyment
408	I bike around the Mystic Lakes for exercise, and regularly take my kids to Shannon Beach by bicycle.
411	Excercise, relaxation, enjoy the natural scenery
415	Fitness
417	Beatuiful, good stretches of nice paths with limited street crossing

ResponseID	Response
423	exercise. dog walking
424	I like walking and running where I can see across the water and where I don't often have to cross a street
425	Swim, ride bikes, walk
426	I walk on the lakes almost every day. Those lakes are the reason I purchased my home.
427	to kayak; fly kites; run
428	Recreation, to get the family moving.
432	Walking and running along the shore on the Medford side is very pleasant. Sometimes I go to swim as well.
433	beauty of paddling and citizen science
436	Pleasure
439	Close by to my home and easy recreation and exercise
440	Beaches, trails, kayaking
453	Fishing, walking/cycling
454	Love them. Every SINGLE day for the 2 yrs
455	Part of our neighborhood.
458	Visit Medford Boat Club for swimming
459	I have lack access in my neighborhood and kayak or swim in the summer. I enjoy walking by the lower lake most days.
462	Boating and fishing, occasional swimming.
464	Sailing and paddle boarding.
465	paddleboarding
467	Walking, pleasure, sometimes swimming in winchester
468	recreation
469	Walks



ResponseID	Response
470	Scenic
472	It's a beautiful, if bike unfriendly area
473	To get to the beach.
474	To walk and take in green space.
475	I like to bike and run around them when working out, and sometimes to kayak or swim at the beaches.
476	They're beautiful and a wonderful piece of nature near the busy city!
478	Running loops around the lakes
481	walking to see friends, kayaking
482	paddling mostly
483	Mostly enjoying the view
485	Xcountry skiing, walking - it is scenic
486	Kayaking!
487	for leisure
498	Love the water, trees, wildlife!
500	Kayaking, general recreation
501	Birding
503	Get to the Middlesex fells
505	To walk the paths
506	Kayaking / biking / wildlife
507	Walk in the Medford park and swimming
510	So pretty!
513	To count herring
519	Swimming and picnic by the water, also biking along the east side

**ResponseID    Response**

521	I walk from East Arlington to Mystic Lakes on a regular basis, for exercise and scenery
525	Birdwatching, walking near the water, swimming at Shannon beach, but most often for running
530	Exercise / I go to the beach in summer
531	beauty and nature
532	exercise
533	They are beautiful!
536	Home on Lower Lake
540	bike along Medford/Winchester side
541	Like the scenery - swim in summer
544	Just to get out & enjoy nature.
545	beautiful place for a walk or kayak
547	Pleasant walk, occasional canoeing
548	They are pretty and tranquil. It is scenic to walk around the lakes
549	I go in the Summer for swimming and relaxing
552	Pretty area, nature, great for biking around and paddling/sailing on. It would be wonderful to have the Minuteman connected to them directly.
556	Varying my bike excursions.
563	bike riding along Mystic Valley Parkway & beyond
564	commute, recreation on bike/walking
568	swim, kayak, bird watching, exercise to get there, scenery
570	Kayaking
582	Playground near the lake

ResponseID	Response
584	It's lovely to have a vista over the water. I like trying to see alewife migrating up the fish ladder. I enjoy the community feeling of many different groups of people there fishing, boating, etc. While biking over the bridge at the mouth of the Aborjona River, I've seen an osprey dive to catch a fish in Upper Mystic Lake.
585	It's a nice place to run with no stop lights. And it's scenic.
586	swimming, exercise, natural beauty
587	It's a nice natural setting to enjoy and be close to the water.
589	my kids like swimming at Shannon Beach
590	It's a quiet area near home, and it's good for occasional bird sighting.
591	sandy beach/playground
593	Scenery and relaxation
597	Resident
599	kayaking, cycling past on my ride, beaches
601	I run around the lakes frequently and in the summer I visit Shannon Beach
602	I swim in Upper Mystic Lake
604	Pleasant area with wide shoulders and limited hard stops when on the road, decent scenery when on path
607	nature experience/scenery
608	exercise
609	enjoy the green space, safer biking, whether trail or road; used to swim there
611	Enjoy the view, part of exercise or as a way to get to a final destination
616	exercise
618	nice bike ride, beautiful lakes, Winchester is a beautiful town, visiting friends
619	it is beautiful and peaceful
620	enjoy nature
622	time in nature

ResponseID	Response
631	Occasional swimming, socializing
632	To swim!
633	For the nice scenery; also to use the playground at the lakes; and to use the public beach.
635	Change of pace from the minuteman bike path
636	Recreation, fitness (running along the path), visiting Shannon Beach and its playground for playing/swimming/picnicking
637	on the way to long pond middlesex fells
638	scenery
639	It's such a beautiful spot! And it's a great stop on the way to Winchester and the Tri-Community Greenway
643	They're pretty and a great place for the kids to run around
644	both for fitness - runs / biking, and swimming in the summer
648	My family and I live near Mystic River and frequently walk on the paths on both sides of the river year-round. In warmer weather we also take walks in the parks by the lake on the Medford side, and picnic on the beach at the lake as well.
651	Scenery, exercise
652	I like to paddle board or swim there

7. Please tell us why you don't visit the lakes in the comment box.



ResponseID	Response
76	I ride by them often (Mystic Valley Parkway), but I do very little aquatic sports
79	access isn't comfortable
86	Not great access; there are better recreation options that are easier for me to get to
93	I'm 88 and don't get around much
103	need to drive, don't know where to park
119	Too busy working. Taxes, mortgages, general cost of living
126	I would have to drive and park.
131	It's difficult to get from the Minuteman to the Mystic Lakes
132	No good reason I guess
143	Not familiar with them.
146	It's hard to bike there from where I'm starting
147	Never thought to explore them...but now I will!
151	I usually go to the Fells
154	Not part of activities I like to do / too crowded in summer

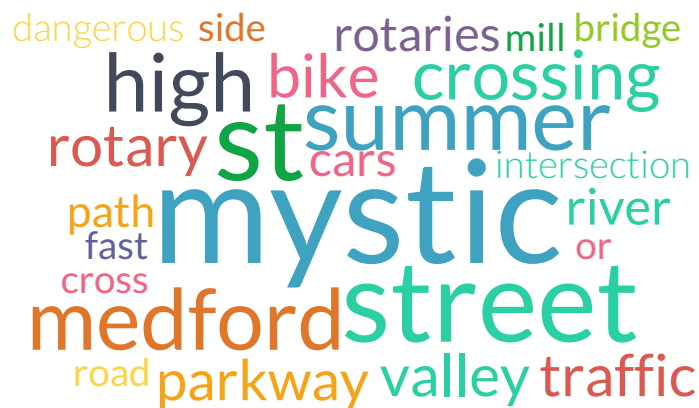
ResponseID	Response
158	Usually stay closer to home
197	I don't really know what they are
204	not good connection to the paths I normally enjoy
209	Annoying to get to / traffic
210	Because they're not as easy to get to by bike
212	Never thought to do it, maybe I should.
226	Not convenient on a bike
236	No good walking or bike route
247	Not convenient to access with my preferred methods of getting around (i.e. walk/bike)
257	nothing to visit. too near road
259	A bit out of my way (can do the same things I would do there closer to my home)
260	Don't know where to park or how to access from Arlington side
275	Hard to get to and to park
284	Inaccessible
290	No easy way to get there
296	New to area but route from Alewife Greenway was broken up and bit confusing.
311	not easily accessible from Arlington Center
316	not convenient to access (e.g. rotaries, lack of paths/sidewalks)
332	I don't know how to get to walking paths along the lakes (I know how to walk along the river)
340	It's further than I typically go on a casual walk
353	I visit the mystic river as I live on it but dont often go upstream to the lakes!
363	Other trails are close or more appealing for walking



ResponseID	Response
373	off bike path route
380	not accessible safely
386	lack of access
395	They seem out of the way.
398	Far away
399	I would have to drive to it, I can walk or ride to the Minuteman trail.
402	Parkways are dangerous for pedestrians to cross.
412	Not easy to access
431	I don't swim in the lakes nor do I run for recreation
435	I live along it, there's nothing to see
438	Not familiar with the access routes. I perceive it to be a bit too far outside my typical range in E. Arlington
443	don't know how to walk there.
447	I live in Malden (used to live in Arlington 30 years ago) and can't get there easily unless driving. I would like to go there for walks. I walk along the Mystic sometimes.
456	Because I live on the Minuteman bikepath and the two do not connect
457	No convenient access
471	Don't know if I can bike safely/Haven't had the chance yet to explore & figure it out
477	Never thought about it.
492	no easy access
493	No low stress way to bike or walk there.
496	Distance too great
502	It's not convenient for me
509	No easy access from Arlington Center/Heights

ResponseID	Response
516	no reason.
537	no particular reason.
546	Not easily accessible
551	not part of my routine
562	Don't know where they are
575	In Arlington there are places to stop to use restroom or get a cold drink or a snack.
579	Use paths by walking/running/biking from house, no easy connection to them - if there was I would use them!!
621	I would if it was connected to the Minuteman Bikeway
634	I am often travelling to other places around the lakes but not actually at the lakes.
647	I stick to the Minute Man path to avoid riding with traffic

8. Please see the map of the study area and general route. At what points along the route are you most concerned about safety, and why are you concerned? Please tell us about intersections, crossings from neighborhood streets, and any other points along the potential route that matter to you.



ResponseID	Response
4	Medford St/High St River St/Harvard Ave Summer St/Mystic St Alewife Brook Minuteman
5	The rotary
7	The small rotary close to where the alewife brook flows into the mystic river is extremely dangerous. The whole mystic valley parkway has too many cars traveling too fast.
9	I do ride a lot in this area on bike (and car). I ride from Mystic St (at Window on the Mystic near my home) towards Mystic Valley Pkwy. Then either onto left onto MVP or right onto Victoria to Summer to the Minuteman. Anything that would make it safer for me to ride (occasionally with my kids in tow) would be amazing. There are definitely some thinner stretches of these roads were cars and bikes can potentially get too close to each other.
11	The connections with Medford St/High St., the connections with Summer St., generally getting onto the path from a perpendicular direction (ex., coming N/S)
12	Mystic St-MVP...Tough intersection to cross. High-Medford and at both rotaries... not too bad but still tough.

## ResponseID    Response

15	Intersection with Mystic St, roundabout by High St and Mystic Valley Parkway in general - high car traffic volume and speed of cars on Parkway. Separated pedestrian and cycling infrastructure would be preferred
16	Crosswalk at Palmer and Mystic Valley Parkway. Not a straight line with ramp for strollers, wheelchairs access to the River. Also the rotary at Mystic St
18	Rotaries at Medford and High, and all the other streets that cross this path, as traffic is super fast on those, with wide lanes.
19	YES! I am concerned about the crossing at Mystic VP and Summer street and at the rotary. Heavy traffic there and cars do not always stop per traffic lights. Also MVP is very windy in this section and cars drive fast so there needs to be good visibility for biking/walking
20	I use the River Street bridge to cross the river, to get between Alewife path and MVP on the east side of the lakes to/from Winchester. Better curb crossing needed. The stone dust surface is fine except when very wet, or snowy.
21	High Street Intersection, Summer Street.
22	definitely the rotaries, I try and avoid them. intersection of Mystic and Summer is also pretty hairy, I usually get off my bike and walk. Also because it's too steep for me to bike.
23	Medford Street-High St as well as Mystic St intersections
24	Rotaries are a catastrophe
25	the end portion where the sidewalk, paths disappear, bridge crossings
26	Mystic Valley Parkway/Medford St Rotary - very concerned about safety here. It is almost impossible to cross this rotary as a pedestrian during busy traffic times. My husband's car was crashed into in this rotary by a small bus that did not yield. Also, there was a 10,000 gallon tanker truck that overturned in this rotary in 2013 and spilled almost all of it's fuel oil into the Mystic River. This is a very dangerous intersection that is in dire need of improvement. The other intersections that are dangerous because they are so busy, such as the Summer St / Mystic Valley Parkway - at least have lights so that helps with being able to cross safely.
27	The rotary and the path near the cemetery — danger from motor vehicles.
28	River St crossing.
29	Rotaries and connections at Summer St. Rotaries are pretty scary on a bike with cars and moving so fast, plus traffic.

## ResponseID Response

31	<p>I am most concerned about the intersections at Medford St, River St, and Mystic St, as well as part of the path below Lower Mystic Lake. I find that crossing the intersections I listed above to be quite unsafe currently. Medford St and River St both lack crosswalks for the paths that travel on both sides of the river, and require pedestrians to cross at the nearby road intersections, which are very out of the way. In fact, the Medford St intersection completely lacks a safe crosswalk, and I often find myself waiting until there is no traffic to safely walk through the middle of the street to cross. Also, motorists travel extremely fast through the rotaries on Medford/High Streets, and the bridge itself is too wide, which is very unsafe. The Mystic St intersection is also quite problematic, as the crosswalks are very very long and the crosswalk signal is barely long enough to cross the street diagonally. The roadways are wide and the slip road from Summer St to Mystic St is unnecessary. Finally, the Lower Mystic Lake segment is a cause for concern because the sidewalk as it currently stands is narrow, and motorists travel very fast on the street, which is concerning for pedestrians like me.</p>
33	<p>Medford street and high street intersections are bad and as someone mentioned in the meeting we cross on the bridge to minimize the amount of traffic to deal with.</p>
34	<p>rotaries and Mystic-Summer St intersections</p>
35	<p>High st bridge and rotary area. I often cross on the medford side to get to the mystic lakes and have witnessed some close calls with pedestrians and fast moving cars.</p>
37	<p>I almost never ride a bike along Mystic Valley parkway once it crosses Route 60 heading toward MEdford. I am not familiar enough with the condition of it -- worry that it is full of roots, etc. and will just dead end on me. I ride Route 60 instead which is not terribly safe, but it's wide enough</p>
38	<p>Roundabouts. All the intersections really. Also make sure the connection from Franklin street that is only for bikes and pedestrians is considered. It's also best practice to add in a bike lane heading with traffic on the opposite side of a 2 way bike facility.</p>
39	<p>at the intersection of MVP, Summer, and Mystic, I'd love to see flex posts installed at the top of the MVP hill at the light. Frequently, cars encroach in the shoulder making it necessary to stop mid-hill. Much of the time, I take a right on Mystic. If there aren't any cars blocking the shoulder, it's safe and easy to take a right turn.</p>
40	<p>The traffic circles are the most concerning part, they are currently very difficult to cross.</p>

## ResponseID    Response

41	High Street rotaries are currently very difficult (dangerous) to navigate as a pedestrian or while biking. Harvard Ave bridge intersection is also tricky as people drive fast and the wait time as a pedestrian or cyclist is extremely long with the signal timing.
42	Ped crossings at Rte 60 at both rotaries. Joint use by bikes and peds.
43	Motor vehicle speed on Mystic Valley Parkway; Medford St rotaries, particularly lack of safe crossings for bicyclists and pedestrians; Steep grade up/down Mystic Valley parkway between Medford St and Summer St; Mystic/Summer intersection; Lack of formal pedestrian crossings across River St
45	Kimball Rd (adjacent to MVP near Summer) - Google Maps geometry fools drivers into believing Kimball connects to MVP because of the existing pedestrian/bike connection to MVP. Lost drivers come down Kimball at high speed (because they think it's a main road), where people/kids/dogs are frequently walking in the road, which looks safe because it's a dead end. The existing Kimball Rd ped/bike connection to MVP is used daily by commuters and for recreation. If it could be realigned to correct the confusion when using map apps, it would be safer.
46	1. Pedestrian crossing of any street at either rotary. 2. Traversing the rotaries and bridge to transit from MVP EB to Medford to MVP NB. 3. Making connections to the path along the NW side of MVP when traveling EB on MVP near Alewife Brook.
47	I ride daily from west medford on boston ave to the Minuteman Bikeway, crossing the Mystic River either at Harvard Ave or High Street. Usually I go River St - Broadway -- Mass Ave to get to the Bikeway. Riding back I most often go Bikeway - Medford St - Boston Ave, crossing the Mystic at High Street. Weekends I ride on a buddybike with my daughter, an adaptive bike for people w/ disabilities. Slow & clumsy! Prefer riding on substantially separate bikepaths; seek to avoid busy roads...
48	High St especially: the road is much too wide, the rotaries do not slow down through traffic, and there are no pedestrian crossings along the river. A road diet, expanded rotary centers, and a crosswalk at the peak of the bridge, directly above the river (so there are sightlines in both directions) are all needed.
51	The worst part of this study area for me is along Summer Street from Mill St to Mystic St. I am comfortable biking on MVP and through the rotaries, but Summer St often has cars parked along the curb that constrict traffic flow.



## ResponseID Response

54	The MVP-High St rotaries are the biggest concern to navigate especially going westbound. Motorists often do not signal so it is hard to know where they intend to exit the rotary. The nature of rotaries favor the motorist in the rotary therefore making it difficult for bikers and pedestrians to enter or cross the rotary safely.
55	Palmer St, Arlington, existing crosswalk across MVP. Park St needs a crossing too. Summer street is such a terrible pinch and cars seem to be permitted to move at all kinds of crazy angles and across the sidewalk
56	Regarding safety the trickiest ones (IMHO) are: Going from Summer into Minuteman (Summer St game parking lane; or tricky Mill St intersection); Mystic/MVP intersection (wide/busy); First/downhill MVP east bound section (visibility) and Medford/High St rotary.
58	The rotary at Medford St is probably the biggest hassle. The light at Mystic St is tricky if on a bike and need to pass cars in their blind spots.
59	The rotaries at Medford St/High St feel like a death trap any time I have to cross through them, whether driving, biking, or walking. The crosswalk at Buzzell field across Summer St also has safety issues. Drivers often do not yield and I have witnessed some scary near misses.
60	No safety concerns when walking. Uncomfortable bicycling along MVP on Medford side. I think I have never bicycled on the Arlington side roadway.
61	The double roundabout on Medford St/High St. People rarely indicate and cycling around them feels like an accident waiting to happen.
62	My largest overall concern is ensuring that safety for pedestrians, cyclists, and motor vehicles have equal consideration. Rotaries @ High Street: plain crosswalk at high point of bridge connecting the rotaries was a good idea. It also gives the best visibility to all. Motor vehicles should be able to have a continuous flow through the rotary, otherwise it does not function as designed. The light that was inserted on MVP to access the greenway quickly flashes yellow then turns red when a person presses the walk light; it abruptly stops traffic, leaves cars stopped in the rotary, and has a poor sight line when directly coming out of the rotary. River Street Intersection: Utilizing the existing connecting paths on the Harvard Ave bridge already works well. Improve reliability of walk light crossing MVP; often will need to wait multiple full traffic cycles to get a walk signal after pressing the button if at all. In general, there are other places to add plain crosswalks along MVP that offer better visibility to traffic coming in both directions. I have stopped using the path between River Street & Rt 60 due to the amount of tree roots to navigate. I am concerned at the suggestion to narrow the streets. MVP is curvy and prone to flooding in areas. When the roads are icy or there is snow piled up some additional width is needed. Also, the current width allows for access to Decatur Street using the access road and L turn near River Street without significantly impeding through traffic.

ResponseID	Response
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65	River St, beacon st, anything near Kickstand
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67	Crossing at High St circle
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68	Busy street crossings are most concerning.
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## ResponseID    Response

69	<p>I believe that the bikeway at Mill Street is much closer to the Summer St intersection than shown in the diagram above - a busy area with lots of competing traffic from businesses, school, residential developments in a very short concentrated "block." I mention this because traffic builds up from cars turning onto Mill from Summer St. and the bikeway crossing (with the flashing lights) is never a sure thing for either cars or people. I cross from the Minuteman to Summer Street via Water Street, through Buzzell, but the path behind Pumping Supply is very badly maintained or lit, and the turns are sharp for cycling. Once at Summer Street across from Victoria Road, crossing is iffy, even when visibility is good. (The cars travelling West have poor visibility for those crossing from the north and when the sun is setting. At night or on "game days" when parked cars line the south side of the street, the cars travelling East cannot see you. The sidewalk on the field side is continuous, with only one major driveway near Mill and a wide drive before Mystic. The current sidewalk is very narrow, especially at the high fencing. Other than parking for games, this makes an ideal stretch for a commuter path connection to the Mystic St/ MVP intersection. At the Mystic St/ MVP intersection, during the traffic light "walk" cycle, it is possible to cross the street on the diagonal, as all cars are theoretically stopped; however, cars do move through the slip-lane out of habit. Pedestrians and others going from the traffic island to the diagonal corner have just about as much time as those who use the crosswalks, as the walk cycle is short for the distance traveled. MVP is very curvey (cars have run off the road) and still subject to flooding, as well as having the steep grade at Mystic Street. Bike and pedestrian visibility is best on the sidewalk/lake side of the road. Traffic calming would be desirable and the "no commercial vehicles" sign seems to be ignored and unenforced. The guardrail at the lakeside does not protect walkers from cars. If the walkway could be widened to accommodate multiple users and separate us from the cars travelling 20 MPH that would be an improvement for safety and enjoyment. As an aside, the bridge over the Mill Brook needs maintenance. The metal plate at the sidewalk was installed after I brought the problem of a hole in the sidewalk (for the second time) going straight down through to the water. Access to the shore just after the bridge means climbing over the guardrail. It is a great place to see waterfowl, fish, and put in a kayak or canoe, but for the rail. Crossing to the conservation area across from the bridge is a risky endeavor, as the roadway curves, so those who access the land and the entrance to the cemetery would do better to cross elsewhere. The Medford Street rotary is a gamble, both for cars and others. The High Street rotary has a very uncertain traffic flow, and is equally but differently challenging. I cross at the high-point of the bridge where there is the most visibility, ability for cars as well as those crossing to stop, and fewest merging paths of cars &amp; cyclists. Cyclists making a right hand turn have little difficulty, but those crossing or turning left rely on hand-signals and gracious drivers. After all of that... phew!... it's easy. I live on Kimball Road, one of the dead-end streets that has informal access to the MVP.</p>
70	Mystic Street Crossing
71	<p>-crossing medford st at the rotaries -biking along mystic valley pkwy along the lake / cemetery (fast traffic) -biking on summer st</p>

## ResponseID Response

73	Mystic Valley Pkwy & Mystic St, Mystic Valley Pkwy & Medford St / High St (both of these rotaries are really scary and unsafe - lots of confusion; once almost got hit by a car here), Alewife Brook Pkwy & Mystic Valley Pkwy, visibility is really bad / lack of safe biking facilities when heading north on Mystic Valley Pkwy by Palmer / Webster
75	The double rotaries on High St/Medford St are dangerous, and traffic is too fast. They're particularly intimidating for less confident cyclists. Traffic on MVP between High/Medford streets and Summer street is also excessively fast. An additional problem for cycling on MVP is that when the overall road width changes, the travel lanes stay the same but the shoulder changes. So a cyclist riding on the shoulder sees their riding space suddenly shrink, with nothing to notify the passing traffic in the travel lane that the cyclist has to merge. This is also a common problem with how many bike lanes end, incidentally. But it means that a changing road width creates stressful bottlenecks.
76	Rotary on MVP, near the intersection of High Street, Medford. When cycling, I generally find rotaries challenging. Summer Street, between MVP and Mill St. When cycling, you more or less have to compete with traffic for space.
79	Both the intersections of Summer & Mystic Streets and Medford Street & Mystic Valley Parkway are complex even without bikeway crossings. They will need extensive engineering improvements... and that will be a good thing.
81	Protected ped/bike crossing at rotaries. Minimizing wait time for peds/bikes at Rt 3 crossing.
82	The Mystic/Summer intersection on the hill is difficult on bike due to the squeeze point and gas station entrance. The crosswalks at the rotaries are with fast traffic.
84	Rotary at Medford St and MVP
85	The Mystic Valley Parkway between Summer Street and the first, larger rotary (High Street bridge) requires a certain amount of awareness and discipline (holding a line) to ride safely. I've been riding it for over 40 years, so I'm used to this, but I could imagine an inexperienced rider being challenged by it.
86	Perhaps outside the study scope, but the Minuteman crossing of Mass. Ave./Mystic St. needs major safety improvements. Would be nice to see bike improvements on Mystic St. as well. Summer St./MVP/Mystic intersection is also a concern.
88	Mystic and summer street crossing Route 60 crossing, can that intersection become a traffic light controlled intersection instead of rotary so safe crossing with pedestrians light cycle is possible
90	Along Mystic Lake

## ResponseID Response

91	High street/mystic valley parkway rotary-some autos use this as 2 lanes entering, which makes this much more dangerous. Mystic valley parkway/mystic/summer is dangerous because of volume and geometry/configuration- any turns on a bike are difficult if not just a right hand turn
92	Access to Mystic River from EArlington as a pedestrian is challenging and scary. Intersection at Summer and Mystic is not pedestrian friendly or bike friendly. Why is access point at FoodLink at Summer St not on the list as an option?
93	From driving along Mystic Valley Pkwy. several times a year, this seems pretty safe to me.
94	I am most concerned about traveling from the Minuteman Bikeway (Mill Street) along Summer Street to Mystic St and the beginning of the Mystic Valle Parkway. To a lesser degree I would be concerned about biking along the Arlington side of the Mystic lakes/river area depending on how the bike lanes were constructed. There's fairly heavy, fast traffic along that side and not the best visibility due to the curves.
95	Concerned about safety when biking along Mystic Valley Parkway due to the speed of traffic and seemingly lack of awareness of cyclist from drivers. The intersection of the Alewife Brook Greenway and Mystic Valley Pkwy is difficult to navigate on bike. I often must go out of my way and dismount to cross.
97	The main concerns are the circle leading into Medford High Street and at Route 3. Still to this day, people do not know how to get on the circle and who has priority. The width of the bridge over the Mystic River there is quite wide. I've seen cars make two lanes approaching the circle just after going over the river. The intersection at Route 3 is annoying, and not really dangerous because there is a light. It might be better though to go south on Rt 3, then go pass over the road by the police station, over Cooke's Hallow, then over to Water Street by Plumber's Supply.
98	Traffic circles - cars flying around without really looking, except how to cut in front on the next approaching car.
99	The High St./Medford St. double rotaries are of particular concern. Anecdotally, I've heard of some serious bike crashes there that we're not included in the study data. The section of High St. in Medford between the river and Boston Av. is commonly regarded as one of the most dangerous and anxiety-provoking roads by users of all modes. The Harvard Av./River St. is an excellent crossing that connects many good bike routes and could be made even better with modest improvements.

## ResponseID Response

100	Crossing Rt. 60 right now is very difficult for recreational users trying to the Mystic River paths. It essentially cuts the park in two. Also it is dangerous for bikes trying to navigate the two rotaries. Also, The Mystic Valley Parkway/Mystic St. intersection is difficult to navigate for bikes and pedestrians. The somewhat steep gradient there is also a factor for bikes.
101	River St bridge can be really challenging to cross when biking or walking. Crossing mystic valley pkwy at the end of the greenway is better now there's a light The entire roundabout section at the bottom of Medford st in Arlington is a nightmare for pedestrians and cyclists in all directions. As an aside, more education for motorists on how to use roundabouts would be much appreciated. There are regular crashes there, and I observe people using it incorrectly each time I use it - Going when someone is to your left in the roundabout; Yielding to incoming traffic when you are already on the roundabout, etc.
102	through the rotaries
103	Mill street is a mess, potholed, visibility for bikes is bad, drivers frequently don't stop at bikeway flashing light. Summer/Mystic intersection is bad enough in a car, wouldn't brave it on bike.
105	The rotary at MVP/High/Medford is terrible for bikers/walkers, (non-cars). Taking your life in your own hands, especially with kids on bikes! Try to get from the path across to the lower lake! No crosswalks, need to cross twice, cars don't need to stop at rotary, so really hard to find a safe place to cross
106	Mill/Summer. Very busy roadway. The more of that you can avoid the better (e.g. cutting from the bike path along baseball field, expand sidewalk to make a bike lanes and walking lanes,...)
107	The river and the paths next to it are between the double rotaries, there is no crosswalk between the double rotaries, and it can be a very difficult crossing when on foot.
109	Crossing Alewife Brook Parkway is always stressful, and it can be especially confusing on a bike to know how to get across and which route to take. The sidewalk along Mystic Valley Parkway is very narrow in spots (I think the section immediately touching the lower lake) and, though there is a decently wide shoulder, the lack of a dedicated bike lane can be stressful - for example, I have seen a family walking on the sidewalk, a runner trying to run around them, a jogger with a stroller running in the shoulder, and a cyclist in the shoulder, all trying to get past each other safely while cars are speeding by.
110	Summer st to Webcowet is challenging on a bike
114	The Mill St crossing of the MM Bikeway is hazardous. My personal observation is that 90% of bicylists do not heed their stop sign and speed through the intersection

## ResponseID Response

115	The Medford St. rotary has no north/south crosswalks and would need to be completely redesigned to accommodate a path.
117	Crossing on foot at the Medford St. @ Mystic Valley Parkway circle.
119	I'm more concerned that you not tie up traffic more than you already have. To properly do this would cost at least 10's of millions, if not 100 million dollars. You would need bridges for Mystic Valley Parkway, Medford St, and Mystic St. at a minimum. Then there isn't enough room on Summer St. for both the bike lane I suspect you are envisioning, and the existing traffic lanes that are barely adequate. Here's another idea for the Mystic St. end. Build a bridge over Mystic Valley Parkway where Webcowet Rd would intersect MVP, if it continued straight. MVP curves to the right. A straight bridge would land in Mt Pleasant Cemetary. Follow the existing roads in the cemetary and cross Mystic St beside Tetragraphics. Build the bike path along side Mill Brook, along the edge of Arlington Catholic's field, behind Plumber's Supply and the condo complex to the Buzzell Field path.
124	The rotaries at High street are very dangerous. Pedestrian crossing needed asap.
125	A HUGE problem is that there is no way to cross at the rotary at High St. as the path is drawn here - there is no crosswalk!!!! This is very dangerous and people cross anyway because there is literally NO OTHER OPTION. Also, a lot of this path is not paved which makes it very difficult to use with a stroller for families with young children.
126	I'm most concerned about safety because of inconsiderate bikers who won't slow down and pedestrians who walk 3-4 abreast.
127	The rotaries stress me out, as a driver, cyclist, pedestrian (the majority of my use is as a cyclist).
128	Summer St near AC and Buzzell: narrow roadway with fast-moving autos and ad hoc parking. Space is not available for bicycles. Mystic St intersection: steep grade, fast-moving autos. Rotaries: fast-moving autos, confusing for them, and no clear pathways for walking or cycling.
131	I don't know the area well, but: -Summer Mystic looks tricky, coming from the Minuteman towards Mystic Lake
132	I don't know how to think about the safety of an unbuilt path? I guess it would be pretty safe? I'd be interested in how the path interfaces to the rotary with 60 and how it crosses Mystic Street. The Mystic St. crossing seems like it could be a tricky one when heading westbound, cyclists would have to accelerate uphill through that wide intersection.
133	I find that cars drive fast along the River, especially along the lower Mystic Lake.



## ResponseID Response

134	Traffic along MVP travels very fast, and because of the curves drivers may not have good sightlines. It would be good if the new bike/walking path were physically separated from the cars, ideally by a narrow but high-visibility barrier. Why narrow? Because it would be a shame to pave over a lot of green space in such a beautiful area.
136	I can't picture how a path would negotiate the already hazardous rotary at Rt 60 (I live within view of it and see flashing lights post car accidents there frequently) and find that crossing it as a pedestrian as I do is pretty dangerous already.
137	Crossing alewife brook into somerville area.
141	Rotaries at Mystic Valley Parkway and Rt. 60 both sides of the river - no obvious space to keep bikes and cars separated. Along Lower Mystic Lake - steep slope on opposite side of road from lake prevents additional bike or sidewalk space. Too narrow on lake side to keep sidewalk but add separate bike path. Summer St from Rt 3 intersection old be tricky to keep bikes and cars separated. Buzzell Field better option than Mill St for connection to bikeway.
142	Both roundabouts of Medford St (Rt 60) and Mystic pkwy (either on Arlington side or Medford side) are chaotic and unsafe, especially for bicycles
146	I didn't even know there were paths at the dotted lines.
149	Summer/Mystic intersection and the rotaries.
150	biking along the summer street portion of the above proposed map feels like the most problematic, congestion makes bicycling more dangerous. a clear path will help, but I don't want to have a major bike thruway interrupt the park...could it routed around the back of the Arlington Catholic field somehow?
151	All of Mystic Valley Parkway -- high speeds without protection or buffer for people using small wheeled vehicles (bikes, scooters, wheelchairs, etc.). It's also pretty poorly lit, so there's some dangerous considerations while riding at night.
152	No major safety concerns
153	intersection with Mystic St. Why not put a pedestrian crossing bridge there? The sidewalk along the lake has the protection bar on the lake side of pedestrians thus not protecting them from cars. This needs to change.
154	Rt 16, High Street Rotary, Rt 3 crossing: all have fast traffic, wide roads with few obstructions that make cars drive like it's a highway. The Summer Mill Street areas are great for connecting to the minuteman though.
155	Condition of the path along the Mystic, and all road crossings.

## ResponseID    Response

157	Between Mill St and High St there are so many bad intersections and motorists driving extremely fast and no bike lanes. The traffic circles are especially terrible for all transportation modes except automobile. The light at Mystic St is not timed very well for pedestrians or cyclists and the red is regularly run by motorists.
158	Pedestrian conditions at the route 60 rotaries. Awkward connection through Buzzell field.
159	Rotaries at Mystic Valley Pkway
160	High street area
161	I have small children and like the scenery of the lakes. We walk along the mystic valley parkway until the high street rotary. Our biggest concern is the difficulty of crossing the rotary and getting to the Medford side of the lake.
166	All along the thick solid line is unsafe. Vehicle speeds are typically much higher than posted.
172	High St rotary on both sides of mystic River is very dangerous for pedestrians and bike riders
173	Traffic along Mystic Valley Pkwy is often too fast, given all the curves in the road, so access from side streets can be dicey. The Mystic St./Mystic Valley Pkwy intersection at Summer St. is very busy and too wide for safe crossing by slower pedestrians.
174	Intersections with major streets
175	Any major intersections
176	The rotary at Medford and mystic valley parkway. There is NO way to safely cross if u are on the side of the river the crosswalks are at inconvenient places and i often see people run across the bridge and almost get hit because there is no where to cross now. I think a cross walk in the middle of the bridge would be best b/c cars often speed thru the rotary and don't look for pedestrians.
177	The stretch of Summer street has fast cars and no good shoulder or bike lane for biking, especially when cars are parked for the field. Have almost been doored. Very uncomfortable biking. On Mystic Valley parkway, cars go too fast. It is signed 30, yet cars go closer to 45-50.
180	The two rotaries over the Mystic River are very dangerous for anyone not inside a motor vehicle. Need crosswalks.
181	The rotary at Mystic Valley Parkway and Alewife Brook Parkway is terrifying for bikers. It should receive treatments that help force drivers to slow down, and there should be dedicated space for cyclists.

## ResponseID Response

183	Protected bike lanes on mystic valley pkwy.Both directions west east not a painted lane.Blind spots.Speeding cars.Summer st also to mill street.Bumpers at Rt 60 circle.
185	I think the most problematic areas are the rotary at Medford/High St, and the intersection between MVP and Mystic St.
189	I am most concerned in the vicinity of the Alewife Brook Parkway. There are homeless encampments there with heavy drug use.
190	I love the idea of more Bike paths. I hope they will be kept in good repair. Upheaval from tree roots is common and not always repaired in a timely fashion! The intersection of High and Winthrop on the Medford - Arlington line will need reduced speed signs and crossing lights.
191	The two rotaries on rte 60 at the bottom of the lakes. The intersection at rte 3 at the sw corner of the lakes
192	The intersection of Summer and Mystic has very poor visibility coming up the hill from the Parkway.
193	I use the Greenway path on bike, which feels safe, but I'm not sure bikes are allowed there? I would never ride those streets along 16. Not safe at all. Crossing by the Stop and Shop is barely safe
194	Route 60 crossing at the river bridge!!!! I hate crossing there. They put in no crosswalks when they fixed the Arlington rotary- just plain stupid and disrespectful of the many pedestrians and joggers.
195	The traffic circle at Rt 60 near the river is very busy. There could be concern about many bikes and people crossing there during rush hour with all the cars that go through.
196	Crossing Rt.60 & rt.3
198	The path at Harvard Street is one we use to bike to Duggar Park - there are no curb cuts to get off the path onto the street to get to Duggar. Would love if the street along park were not thru traffic, but an Open Street open only to residents and park users.
199	Navigating the two rotaries on route 60. Cars and trucks do not take care and share the road in those locations.
200	Unsure
206	When biking, the entire route. Currently I just would not go that way. I would go down Alewife Brook Greenway to the T station and then up the Minuteman. When walking, I would have no concerns being in this area even if no action is taken.

## ResponseID Response

207	Rotary at high street is challenging to get around when biking to get to Upper Mystic, this intersection could use bike facilities and crosswalks.
211	Hard to tell, but I think it's where the path meets / doesn't easily join Alewife Brook Parkway at Lower Mystic Lake. There was a cyclone fence & we had to turn back.
212	The mystic valley parkway is difficult to cross. Drivers tend fast (in my opinion).
213	At the summer St/Mill St intersection, at the rotary at High St , and at the River/Harvard St intersection
214	Currently use only the dirt path as the roads feel unsafe
215	Summer St is usually quite busy. Moreso the left turn onto Mill St is usually busy with lots of competing vehicles
216	MVP by the lake and cemetery. It's fast, steep, and curvy.
217	The rotary at Medford/High St is very dangerous for pedestrians. It's hard for cars coming over the hill from High St to see us
218	The rotary area on Rt 60, by Parallel Park
219	Mystic/Summer: Poor visibility coming uphill on MVP Medford St/High St bridge: Poor crossing opportunity Summer St by AC Turf Field: busy parking when games are on at AC Turf and Buzzell, narrow busy street Summer St/Mill St/Minuteman Bikeway intersection: Bikes failing to stop on Bikeway cause car traffic on Mill to go very slow.
220	Under the bridge at Whole Foods. It's a nightmare. Riding or walking along Rte 16 can be treacherous. I think someone will be killed one day as traffic driving WAY TOO FAST passes alongside footpaths w people children dogs.
224	Any crossing at MVP esp Harvard Ave/River St. All of the traffic circles need traffic calming and PBLs
226	Entire area in thick red. Path is too narrow to bike and have pedestrians, some parts of the path have significant tree roots or are not well paved. Transiting to Summer Street through square is for the brave.
228	Mill Street to Lower Mystic Lake. There isn't much room for pedestrian traffic and people drive quickly around blind corners.
230	When I bike on the South side of the lower mystic lake, cars travel quickly and there are lots of turns. I'm afraid I won't be seen on my bike and that I will be hit. Although there is a shoulder, there is usually a lot of debris in the shoulder and it is not safe to ride there.

## ResponseID Response

231	High St is so difficult to cross. I cross up on the bridge instead of at the rotary as it seems a bit easier but still you have to wait a while and then run!
234	I think this great. More paths the better.
235	I've never really explored the Mystic lakes because it doesn't feel safe/approachable to bike there. A good connection to the Minuteman would go a long way to making that better.
236	Mill and Summer Streets
238	Crossing High St at the rotaries - there is NO SAFE WAY TO CROSS, so I don't. We just have to turn around. Cars also speed on Mystic Valley Parkway along the lakes, so a bike lane would need to be separated to be/feel safe.
240	I would be concerned about the intersection of Harvard Street and also the High St rotary to Medford St. Those are both challenging areas to cross so I'd love to see how this will work.
242	Areas for crossing between traffic circles or near them are regularly an issue because there is no crosswalk
243	The intersection at Mystic Valley Pkwy and Mystic St, crossing into Arlington to Summer St, then Summer St up to Mill St is not fun on a bike. Narrow, no designated bike area.
245	The dotted area because of traffic/not always passable sidewalks
246	Harvard Ave in Medford and River St in Arlington. Harvard Ave should have a sharrow to let cars know bike to use that road. And River St is a wide enough street and needs a proper bike lane in each direction.
247	Rotaries along Mystic Valley Pkwy - Width of crossing, protected areas while crossing Victoria Rd/Summer St crosswalk - Visibility to automobiles especially during athletic events
248	The High Street rotary is very dangerous to cross, especially with cars coming over the bridge in both directions.
249	Traffic on Summer St. is brutal @ Rush hour; not sure there is room for a dedicated/protected bike lane(s) there; perhaps inside the fence perimeter of Buzzell Field in a manner which goes around - not through the existing ball fields, ie a new path along the chain link fence and behind the large baseball diamond backstop (the one closest to Mill St side of the park). The idea would be to enhance by adding a bike path hugging the fence line, not detract by bisecting the field and potentially disrupting games there (or having a few cyclists nailed by line drives)

## ResponseID Response

250	Rotaries at Medford Street bridge, hill from Mystic Valley Parkway to Summer, Summer from Mystic Street to Jason.
252	the rotary at medford and summer street is dangerous for cars and pedestrians as well as bikers, also the curve of the road between lower mystic lake and Rt 3 has reduced sight lines and limited shoulders plus people drive quickly there - we call it hte speedway!
253	Mill St. that intersection is busy so i would be concerned about bike crossing safety
257	crossing to medford. speeding traffic routes
258	Route 60 rotaries are scary on foot OR bike. I think the project should seriously consider having the new path pass UNDER the roadway, closer to and near the elevation of the river. Consider that the Minuteman extension (Reformatory Trail) that Bedford is about to commence work on will pass UNDER route 62 (Concord Rd) and that has much lower traffic volume than Route 60. I think anything else is just asking for tragedy.
259	Possible intersections with the Minuteman Bikeway as drivers may be inattentive
262	Intersection between Summer Street and Mystic valley parkway needs to have good lights for bikers
263	I often bike from home in Winchester, south along the parkway east of the Mystic Lakes, through the rotaries where route 60 crosses the Mystic River, and then over the parkway to the beginning of Summer Street. These are perilous areas for a biker. While I am very experienced as a biker I take these intersections VERY seriously! Also biking along Summer Street is not very pleasant when connecting to the Minuteman Trail.
265	High Street Crossing. MVP to Summer, as well.
267	Route 60 rotaries.
269	The rotaries are death traps for pedestrians and cyclists. Motorists blow through at high speeds, crossing from the paths is difficult and in unmarked crosswalks. The River St. light phasing is very anti-ped. Summer St. is also very hostile for peds.
270	from the mystic valley parkway coming into Arlington from Medford through to summer st or buzzell field (in particular)
272	Taffic circles at High Street are very ambiguous and cars can still speed through. Paths along the river don't have proper crossings at High and River. Sidewalk between lake and 3 is narrow. No proper place to be on final stretch along 2A.

## ResponseID Response

273	Rotaries on High St/MVP. Cars drive fast; not ever understands the rules of the road at rotaries; no safe way to cross on a bike
274	Mystic/summer street intersection, then along summer street to get from Mystic Lakes to Minuteman. It's a busy intersection and road with little protection - definitely a missing link if riding with kids - that section is too busy/dangerous, as there is little shoulder, and sidewalk is narrow, with lots of traffic.
275	All road crossings
276	All the road intersections along the route are marginally safe to drive a car through, and consequently not safe to ride a bike or walk through.
277	All of Summer St including Rt 3 intersection. The road is busy and the intersection feels messy and unsafe for bikes/peds
278	Traffic at intersection of Summer Street and Mystic Street. Also, need solid trails on the banks of the Mystic River - the dirt trails prone to washing out.
279	The rotaries with no crosswalks.
280	MVP from the lake to Mystic St- must be separated from roadway and wide enough for 2-way travel
284	The rotaries on high street are virtually unpassable on foot. Traffic drives fast, roads are wide, there are limited crosswalks.
285	mystic valley pkwy & high st. (1) As a pedestrian, I found it's very difficult to cross the street, especially from lake side to the other lake side, or from lake side to parallel park. It's a rotary, no traffic lights, no pedestrian lights. Usually, people who are driving the cars are nice to me and stop to let me cross. But I would hope there is some lights which can force drivers to stop. (2) there are two rotaries here. The other concern is walk to west medford side. Same problem.
286	The roundabout where Medford St meets the Mystic Valley Parkway feels dangerous for a pedestrian or a cyclist, and I don't love crossing the parkway at the bottom of Palmer St, nor how it doesn't connect to the path at the edge of the river - it just dumps you into a field. The lack of sidewalk on the south side of the Mystic Valley Parkway along the stretch between Summer St and Medford St is very frustrating and doesn't at all feel safe. It would be great to have more of a buffer between the path & the roadway in that area as well, particularly with trees, benches, and/or community art (like along the north side of the Mystic River with the doors - how great are those!) to increase visual stimulation for drivers and promote slower and safer speeds. Additionally, the stretch of path between Medford St and Alewife Brook Parkway being unpaved makes it challenging to ride my bike there, particularly if any kind of wet weather has occurred.



**ResponseID    Response**

290	MV Parkway and Mystic Street
291	Rotary at Mystic Valley Parkway and High Street. Difficult to cross as a pedestrian. Traffic does not always yield properly.
292	The Minuteman bikeway has become unpleasantly hectic. Routing bike traffic through Buzzell field would likely be a mess when the field is active. I live off Mill St, and cycle up to Summer St. When I'm on a bike, I most often ride on the shoulder of Mystic Valley Parkway (easier to get to than crossing both Summer and Mystic, and the current path isn't bike friendly), when I'm on foot, I cross to the gas station. I can only describe the rotaries as "hellish", both when walking along the river path, and when cycling along Mystic Valley Parkway. And as fast as the traffic across the bridge can be, it's actually better now than it was in the past, when people driving across the bridge would speed through without slowing down or (gasp!) yielding.
295	The very beginning from Whole Foods to alewife is broken pavement the tilts toward the street on some of the worse parts. I wish the path along the River was paved as it very bumpy and roots make it a little precarious. If I'm on the road heading north I feel OK I wish there was more of a shoulder especially as you climb the hill then go down the hill toward the rotary. Ironically I'm not as concerned about the double rotary bridge because my senses are hyper it's so dangerous if you don't pay attention. Heading north just as you separate from the lake heading up to the police station that path is littered with broken pavement it would be so much easier if it was smooth to ride up that hill relatively easily. Due to the pavement and narrow shoulder I typically just stay on route 60 and join the Minuteman rail trail in the center it's a little smoother except for the part near Arlington catholic and Saint Agnes. I typically do not use the Summer Street area I may in the future if this works well.
297	I'm concerned about the section just below the mystic lakes (narrow road, not much room for shared path with bikes, pedestrians AND cars right next to the path) and to the northwest of that--cars go really fast on this section of road. Also, I worry about the intersection of Mystic Valley Parkway and Mystic St.
298	I am most concerned about biking on any road that does not have a protected lane. I have tried to go safely from the minuteman path to the greenway, without success.
299	Rotary at Mystic Valley Pkwy and High St. Drivers tend to go fast through it.
300	Mystic Valley Pkwy junction with Summer st (unsafe for bikes waiting to cross or turn left while in roadway); Harvard Ave/River St intersection, high traffic, speed of cars
303	from Alewife Brook Parkway to High Street-- impossible to bike in the dark on the path, the way Google Maps would tell you to! Path hard to ride on at night.

## ResponseID    Response

304	the bridge over the river at Medford Street/High Street has no option for pedestrian crossing other than jaywalking (the rotaries at each end do not even have crosswalks all the way around, which would still require going considerably out of one's way), and gets A LOT of traffic. Crossing always feels somewhat unsafe.
305	the rotary at Mystic Valley Parkway and Medford Street. Cars go too fast and don't stop. It's a NIGHTMARE for pedestrians. Summer and Mystic is also not super pedestrian friendly. How are you going to run bike traffic on the street (vs river) side of Mystic Valley Parkway? I'm surprised you're not leveraging the existing paths and green space.
308	The rotary where Mystic valley parkway intersects medford/high st. has always felt dangerous to me. I've seen at least a dozen runners/pedestrians almost get hit trying to cross the high street bridge. Don't know how it would be for bikes.
309	The rotaries at Medford St and Mystic Pkwy are particularly dangerous for non-motorists due to the high speeds, lack of crossings, and the expectation that only motor vehicles would use the road. The intersection of Mystic St and Mystic Pkwy is also challenging due to its size and lack of space for bikes to be. I currently connect to the Minuteman at Arlington Center via Mystic St, but would consider connecting off of Summer St if it were easier.
310	This path would be a tremendous improvement on how these roads are currently set up for cycling.
311	I'm most concerned about safety along Mystic Valley Pkwy itself.
312	The double rotaries and attempting to cross River Street. We live nearby, and trying to get over to the paths by the Mystic River and lakes inevitably mean crossing busy areas without a crosswalk.
313	Crossings at the rotaries and mystic Street. At the rotaries you are at the mercy of automobiles, and at mystic st there aren't crosswalks in all directions. The shoulder is pretty narrow between the mystic lakes and mystic st as well.
314	From the bike path, i usually go through the field to get towards mystic lake because the intersection with summer street is too tight. Along MVP, the intersection with summer st doesn't feel safe when going straight because there's cars going right and you have to make sure you are seen. The next roundabout with Rt 60 is always a challenge, especially going all the way across. Once you get past rt 60 going east, the road is fine, but cars usually go pretty fast
315	The rotary at High Street and Mystic Valley- too many distracted drivers at that intersection. It covers a lot of space where cars dominate.

## ResponseID    Response

316	the two rotaries by medford/high street, the area around the route 3 intersection through mill street.
317	The rotary at Medford street will be a challenge. Right now, I see people who are trying to cross the street, and often a few cars go by before one stops. The West end of Mystic Valley pkwy, the intersection seems very large. It may also add to the difficulty on a bike because it comes immediately after a pretty good climb.
318	Summer St. & Mystic Valley Parkway - danger from cars.
320	Traffic circle at High St
321	I'm concerned about heavy traffic, access and visibility at the intersections at Mill Street, Mystic Street, River Street, Route 16.
324	I don't see the bridge or the rotary at the end of Medford street on this map. This is an area of concern. The Mystic Valley Pkwy as a whole has a few spots where cars tend to go fast. The section around the cemetery is also uphill if you come from the river and tends to make is slow for bicycles. The intersection with Mystic street tends to be busy. Connecting to Mill street seems to make more sense but again, it is a very busy intersection.
325	The rotaries on either side of the Medford Street bridge are really dangerous as either a cyclist or a pedestrian. It is challenging to cycle up the Mystic River and then proceed up the parkway to Summer Street _OR_ proceed to the parkway on the Medford side of Lower Mystic Lake.
327	The traffice circle at Mystic Valley Parkway and Medford Street is a tricky crossing, though I typically find drivers are very aware of pedestrians. Improved signage/visibility there would be helpful.
328	The section from River Street up to Summer Street often has high speed motor vehicles and inadequate cycling facilities. Sight lines are poor, also, so motorists may have little time to react to slower moving cyclists in the roadway, especially when cyclists are travelling uphill. The intersection of Mystic Valley Parkway and River Street seems to have some inoperative pedestrian crossing signal buttons, which mean that the walk sign never turns on if you're walking along the river towards Summer Street. The Alewife Brook Greenway has a gravel path that has sections that are frequently washed out after heavy storms. Encroaching and uncontrolled invasive Japanese Knotweed creates poor sight lines on the Greenway by midsummer.
329	I'd be concerned at any points where there are crossings of intersections, places with heavy traffic, etc.

## ResponseID Response

330	Turning onto Mill street from the MM Bikeway. Cars don't always stop for pedestrians and bikers when they're crossing Mill Street and I suspect the same could occur if the route is built on-street. The Summer St-Mystic St intersection is also dangerous since there are multiple lanes and the split in Summer St means traffic is unpredictable. Similiarly as above, an off-street option would be preferable to minimize safety threats.
331	Mystic Valley Parkway is narrow and speed limit too fast
332	Rotaries at Medford St, Summer/Mystic interection.
333	The stretch between High Street and Summer St. Traffic picks up around there, if the path is right on the road/shared with vehicles, there are some blind corners where motorists whip around. During wet conditions, it's even more sketchy.
334	the two roundabouts connecting Arlington to Medford on high st, specially when crossing the bridge from Arlington and making a left on the Medford side to continue along the lake on Mystic Valley Parkway across mystic river road. The mystic valley to mystic st crossing: making sure that bikes do not have to stop mid-section of the uphill as it could be challenging with cars rushing around turning right and left. The lack of street lamps around Arlington makes it difficult to see pedestrians or bikers at night in a lot of areas and in particular along mystic valley parkway.
337	<p>I walk along this EXACT path most days from where I live near the Medford rotary to Arlington High School. I cross Mystic Valley Parkway everyday at Hayes Street and often have to sprint rapidly across to avoid traffic.</p> <p>Westbound traffic appears last minute due to the shape of the road and it can be hard to tell when a car is coming until it is there. I would honestly prefer if there was an additional path on the southern side of Mystic Valley Parkway as I cross it, then Summer Street again after I'm beyond the Dunkin' Donuts. A cross walk at Hayes/Mystic Valley Parkway would suffice though, and signage for cars coming in both directions that a crosswalk is approaching after the curve. Cars also move very fast along this route, so speed limit signs (perhaps the ones that flash when it is exceeded) would help.</p>
338	Getting onto the bike path via Alewife brook parkway. The traffice circle and traffic on the streets in general is chaotic and high risk.
340	Crossing the Parkway / Summer St. could be a challenge. When the Minuteman was trying to implement a good way of crossing Mass Ave, it took a lot of trial and error to come up with a signal / lane system that wasn't completely confusing to everyone.
341	not concerned by safety
342	The Rt. 60 traffic circle is problematic.

## ResponseID Response

344	Medford St roundabout doesn't have a cross walk on the river side. To stay on the trails you either cross randomly in the middle of the bridge or you have to cross three streets to get back to the river side path. Mystic valley parkway/Mystic Street by the police station should have the ability to cross on the diagonal. There isn't enough time with the walk signal walk across and over, so you need to wait two cycles to where a diagonal crossing would get you in one cycle.
346	Medford center is so perilous, so while this path looks great, I'd be nervous getting on/off through medford center to go restaurants.
347	There needs to be a way to cross the rotary at Alewife Brook Parkway and Mystic River Parkway (Route 16) on the Somerville side, without having to cross the brook to the signalized crosswalk on the Arlington / Medford side. All you need to add are curb cuts on both sides of the rotary.
348	harvard av intersection, hill past mystic lake
351	As a pedestrian, concern with proximity to vehicle traffic along section of Alewife Brook Greenway between Henderson Bridge and Broadway, as well a route from Summer Street via Mill Streer, connecting to the Minuteman Bikeway
353	river st and mystic street crossings
357	Mystic Valley parkway
360	From Harvard Street to the end of the proposed trail
361	The intersection at Summer St. and Mystic St, which is always intense, even when I'm driving it! Also MVP between Mystic St and High Street, especially that rotary. Drivers treat it like a highway. The rotary on the other side of Lower Mystic Lake is a bit more tame, for some reason. Finally, getting across the intersection on MVP at Whole Foods, which is very dangerous, and the lights don't change often enough to make ped/bike crossings easy. The way I do it is to cross to the Whole Foods side of the road at Boston Ave, and then cross over Auburn St on the WF side, then pick up the bike path again. Otherwise it's impossible, dangerous, and very time consuming.
363	Roundabout at Medford Street is not well designed for pedestrians
364	The rotary on Medford St feels extremely unsafe. There are paths there but no way for pedestrians to cross. Also Mill St. at Summer St., and the bikeway crossing at Mill St. are both intersections that feel unsafe.
365	The farther away from streets it can be, the better! Nothing concerns me about the route - I just hope for a protected path along mystic street between the intersections with mystic valley parkway and summer street.

## ResponseID Response

368	traffic moves fast along the MVP. it's not a big deal for an experienced cyclist/runner like myself, but I know people who are intimidated by traffic like that and won't venture out along the MVP without a car. I don't have a problem crossing Summer St between Mill St and MVP when on foot, but I'm sure that's an issue for others. When cycling, I just go with the traffic flow and feel safe enough.
369	the on-road segments would be the most scary, because of the presence of cars
370	Summer -Mystic intersection. I have biked thru there and it feels dangerous. The cars aren't expecting bikes and you have to cross the slip lane to go across. There is not much of a shoulder on the MVP side at the intersection. I also am afraid f biking in the rotaries.
371	I'm more excited than concerned but emphasis on safe street crossings would be helpful.
372	The Summer street/mill street intersection is busy and crossing mill street at the bikeway can be tricky, especially with cars turning onto mill street.
373	Approaching/in rotary at Medford St, Arlington- where it connects to High St, Medford
374	I regularly bike the proposed route, using Medford street to connect to the Minute Man. A paved path on the Arlington side of the Mystic would be such a welcome improvement. The current situation, with many roots crossing the path, has great potential for a fall. And I would be so grateful for a connection to the Minuteman that did not involve riding in car traffic.
377	My route to the Minuteman from Malden is via Medford Sq. which is just outside the map shown. At Main St. and rte 16 I take a path that brings you to an on-off ramp to Medford Sq. It's a little dicey but there is a cross walk and a light there for pedestrians. From there's no clear markings to work yur way along the river although I have found ways to get to where I'm going through trial and error. To me there is a good opportunity to direct walker, runners, bikers, etc. with a sign illustrating the various paths along both sides of the river and the occasional mileage sign for reference.
378	Rotary at Rt 60 , hope to slow cars like at powder house circle MV Pkwy / high st, most cars drive straight thru without slowing, especially on High st portion going east west Summer st, because of incline and poor visibility uphill
380	Summer and Mystic High St and Mystic on bike, Section between Summer and High where lots of sharp turns, and Southside of road is often overgrown with weeds forcing me to rid e more in middle of the road than I'd like.

## ResponseID Response

381	I have biked from the Alewife Brook Greenway to (I think) High Street. I would be very nervous continuing on to bike with traffic on Lower Mystic Lakes. I drive this way to my parent's house, and I'm one of those drivers who goes right at the speed limit. I think it's 35 there. And the cars line up behind me. They're going too fast, all the way up to the stop light at the end of the cemetery. And Spring St is narrow and busy, and doesn't have bike lanes, as far as I remember. I would go out of my way to avoid that route, currently.
382	The worst places are the 2 circles on Mystic Street on either side of the river. Traffic on route 60 often fails to yield. There is no safe and reasonably convenient way to cross Route 60. Access from Summer Street to the Minuteman Bikeway is awkward and not very safe, particularly crossing Summer Street. Left turn from Summer to Mill is also not bike-friendly.
383	Where high street crosses the River from Medford to Arlington there is not even a crosswalk on one side of the traffic circle, very dangerous.
384	Leaving ABG and turning left onto the sidewalk is a sharp turn that's hard to make. It's not clear whether to be on the path or sidewalk in order to cross the street.
385	The connections between the Minuteman to Mystic Valley Pkwy. and from Alewife Brook Greenway to Mystic Valley Pkwy
386	The beginning of Mystic Valley Parkway from Summer Street because of the windy turns and slopes
387	Crossing Medford St and High St at the river, and all crossings around the two rotaries, are extremely difficult and dangerous for pedestrians to cross, and for drivers and bicycles. The Alewife Brook Parkway - Mystic Valley Parkway rotary is also dangerous.
388	Crossing the rotary from Medford into Arlington along rt 60 is always terrifying on foot and by bicycle, especially at night. There is no safe way to do it.
389	Crossing Summer St at Buzzell field to access the bikeway. There is a crosswalk without traffic lights, traffic is heavy and there are parked cars that obstruct the view, making it dangerous to cross, especially for children.
391	The crossing that is the most dangerous is the section of the Alewife Brook Greenway that crosses Mass Avenue at Boulevard Road in Arlington, across from Homewood Suites Hotel/Menotomy Grill Restaurant. There is no crosswalk there.
392	Mystic st High st rotary Speed of cars and complex traffic patterns Perhaps if going under the bridge that is high at to avoid all pedestrians/ cyclists crossing



## ResponseID Response

395	The rotaries on Medford St and High St are especially worrisome to me as a grandmother. I can imagine the grandkids trying to bike into Medford to see friends and trying to get through those intersections. I travel often along the parkway between Summer and the Medford rotary and observe that drivers often do not keep to the speed limit in an area where there are (and should be more) walkers and bikers.
396	I walk and ride my bike along all the marked routes at least a few times a year. I would definitely use these routes more if they were more-bike friendly. I don't really like riding on the street, but also find the dirt paths a bit hard to navigate. I have also found that it is very tricky to figure out the best bike route between Arlington Center and the base of the Lower Mystic Lake.
398	n/a
399	The proposed sections that would require sharing the road with cars. Less concerned with intersections that have lights.
400	High Street bridge on the Arlington side. I frequently run along the river and crossing from one side of the path to the other is very dangerous. Also crossing River Street - as a runner, timing and keeping moving is important to my workout so I always jaywalk across the road rather than cross at the light.
401	The rotaries coming from West Medford on High Street are a concern. Also, I would much prefer having the connector through the field to reduce traveling on roads with vehicles.
402	The Medford Street roundabout is dangerous as is the River Street bridge crossing. The Parkway is a highway and pedestrians are at risk.
404	Not too concerned about safety.
406	Medford St Rotaries - always busy, and poor vehicle visibility over the high bridge, with no marked pedestrian / bike crossing Summer & 3: Cars turn blindly here, especially the right from Mystic Valley Pkwy to 3, and I avoid crossing at the intersection if I can. I don't love the Mill/Summer intersection, but it's reasonably well controlled.
407	Crossing the road by the rotary/bridge at the end of Medford st. I find it hard as a pedestrian here.
408	The rotaries are the toughest part. The rest is actually not that bad. It'd be nice to have a protected bike lane rather than a vaguely-defined berm, though.
411	Crossing Mystic Street in both directions from Summer Street and Mystic Valley Pkwy. Also crossing Summer St to and from Mill Street. Safety concerns in these areas in particular because of busy motor vehicle traffic.
412	Safety concern at the route 3 intersection and rotary on the parkway

## ResponseID Response

414	Route along Mystic Valley Pkwy - Curvature and visibility. Riding in the road, width of road. Intersections of Summer/Mill - Congestion, traffic, narrow street, high student/walking area. Intersection of Mystic Valley Pkwy and Mystic St. - Visibility do to elevations of area. Speed through intersection during traffic flow.
416	High st to the lake isn't a smooth path.
417	path quality along the river and crossing the streets at Harvard is troublesome.
418	I'd love a safe way to get around. To me, safe means two paths ("fast", for bikes, rollerbladers, runners, etc., and "slow", for walkers, families, and anyone under 5mph) that are separate from cars and from each other. Stockholm, Sweden, has amazing examples of this, where they have a street, curb, grass, bike lane, more grass, and then a walking path. My concerns are trying to bike on the street, on rocky/root-filled non-paved paths, anywhere near a car rotary or roundabout, anytime I have to cross bridges or streets, because a path suddenly ended on one side, and any path that is too narrow for passing. Basically, the entire are of study.
419	There isn't a great cross walk across High Street. I also don't feel super comfortable biking along this route because cars are driving too fast and there is no bike lane.
420	Alewife Brook parkway scares me the most. The lanes are very narrow and cars seem in a rush to get past bicyclists on the road. Summer Street as well when I try to go from Medford and access the minute man bike path from mill street. There's no dedicated bike lane
423	The Medford Street intersection with Mystic Valley Parkway. medford street and access to children's park. The trucks need to slow down.
424	Crossing Medford St / High St. It has always been bizarre to me that at these major intersections on either side fo the river, there are no crosswalks in that direction on either the Medford or Arlington side. Many people cross on foot here, myself included.
425	Slowing down traffic on Medford street, safety of all rotary crossings, river street crossing.

## ResponseID Response

426	The entire section along the lower section of Lower Mystic Lake is treacherous for crossing. Cars drive too fast there. There is a crosswalk at the rotary near the High Street Bridge but that is a very dangerous place to cross as well because cars fly through the crosswalk on their way around the rotary, or especially when making a right turn from the bridge onto Mystic Valley Parkway. Numerous car accidents have occurred at that spot and I have been almost run over on that corner trying to walk across the crosswalk. The intersection at Mystic Street is also dangerous but the crosswalk there is not nearly as dangerous as the other side of the rotary. People drive far too fast going down Mystic Street and everybody from every direction drives too fast through that rotary.
427	1. There are few safe crosswalks / ways across Medford Street. 2. Managing the roundabout as a pedestrian is often harrowing. 3
428	Crossing safely from the Medford street/webcowet is very important. It is difficult to cross there and the traffic moves way too fast.
429	The rotary at Medford St. while there is a crosswalk, drivers are watching for their break in traffic rather than for pedestrians/bikes.
430	The rotary at Medford St. & Mystic Valley parkway could be improved.
431	Mill street is very busy to be used as a dedicated bike path.
432	I'm concerned about cyclists barreling downhill at high speed along Mystic Valley Parkway going down from Mystic St towards the rotary at Medford St.
433	It is not depicted here...but the traffic circle at Medford Street/Mystic Valley Parkway and any traffic circle can be dangerous for bicycles. Summer Street is a shortcut for cars so that they can avoid MA Ave. and the traffic light is busy at Summer/Mystic Valley Pkwy. Dedicated lanes will be helpful - but traffic calming is necessary at commuter hours.
435	Crossing points would cause further congestion to an already an already excessive traffic flow
436	Medford St
437	Medford street. We cross the mystic valley pkwy to go to Dugger Park.
438	Pedestrian crossing at and around the Medford St Bridge and roundabout always seems dangerous and uncontrolled. Is it really possible to walk or bike on MVP adjacent to Meadow Brook Park?? When I drive by, it looks nearly inaccessible by foot....
439	The area between Medford and Arlington on the parkway near mystic lake is treated like an expressway by many drivers. Even if riding in the shoulder, biking is treacherous at best. This area is prime for a path!

## ResponseID Response

440	Crossing River St and the traffic circle at Medford St
443	The rotary at route 60 has a lot of traffic and no lights to cross it on foot or with a bicycle. That would stop me from using the new connection.
447	Crossing the Parkway.
448	The rotary by Parallel Park, on both the Medford and Arlington sides. You have to Be very strategic about crossing, and it's awkward when trying to cross at certain points so people don't always use the crosswalks. If the path is there this may get worse if not reconfigured.
449	Rotary at the intersection of rt. 16, getting from Medford into Somerville or Arlington.
454	Crossing both rotaries is impossible and terrifying. There needs to be a crosswalk to be able to get from Arlington to Medford, or from the Webcowet side to the Parallel Park side. When my son wants to walk to the park in Medford, I am terrified.
455	The rotary at Medford St. lacks proper pedestrian crossing.
457	Any spots where the bikeway is close to the auto road
458	Intersection with Rt3 Westbound, and both rotaries at either end of the Medford Street/High Street Bridge.
459	I Often bike round both Mystic Lakes. Mystic Valley parkway between Medford and Summer Street is winding without a real shoulder which feels unsafe. I often cup up to Davis/Draper Ave from the parkway.
462	On mystic valley parkway between mystic street and mystic lake. There is a section where the path is close to the road; occasionally cars will splash water onto the walking path. Visibility is also impaired due to the curves.
464	The Summer St. Mystic St intersection is very dangerous since it's always busy. There is a hill for the westbound MVPW traffic with a lot of cars turning rt. onto Cambridge St. The rotary is also dangerous and at the very least needs better pavement markings. At the mid- block X-walks on MVPW there could be yellow flashers to notify drivers pedestrians are crossing.
465	Near any police station or Dunkin Donuts
467	The rotary at et 60 is a big problem. We really need a better pedestrian crossing and bike paths to connect it to minuteman.
469	The Summer St/Mystic St intersection. The Medford St roundabout intersection.

## ResponseID Response

470	Rotary at Mystic Street due to poor crossings.
472	The rotaries are a disaster. Many places along the river don't have a safe/paved path for bicycles and require riding with high speed traffic or riding over bumpy dirt/roots.
475	I currently avoid biking on the Mystic Valley Parkway because the combination of narrow shoulder, fast cars, and low visibility around the turns makes it feel less safe than other routes. I'm most concerned about the roundabouts as they are very difficult to navigate on a bike currently for those same reasons. Additionally, Summer St has narrow shoulders and lots of potholes which makes biking hazardous.
476	Intersections!
477	Can't really prioritize. All crossings that involve cars concern me.
478	For biking, I would not take that route from the Minuteman to the Greenway - 1, too much car traffic and 2, car traffic that is moving fast. Protected bike lanes would make me comfortable taking that route.
481	The intersection between Summer Street and Mystic Street and Mystic Valley Parkway is large and can be tricky to navigate as a pedestrian, especially since one can't always see vehicles approaching on MVP. I haven't attempted to cross this intersection on a bike.
482	no particular concerns as long as there is good signage and, where needed, traffic lights and cross walks.
483	Mystic Valley pkwy: I'm concerned about bike/car or bike/pedestrian interactions (depending where the bike lane is put). Buzzell field: I'm concerned about bike/pedestrian interactions.
486	Can't load the map so I'm not sure where this is, but hopefully the two small rotaries in Medford on the Arlington side of the train tracks.
489	I think the new route is a great idea! If the connection is through Buzzell field, I'd want it to avoid passing between the playground and baseball fields, since children cross here often. I'd also want to make sure there's separation between these areas and the new bikeway so that children can't easily run in front of bikes that might be passing the playground and fields at a quick pace. The crosswalk on Summer Street at the end of Victoria is already dangerous and would need to be improved if the bikeway crosses Summer there. If the path continued down Summer onto Mill, some attention would be needed at sidewalk crossing while entering the existing bike path, as this already can be a dicey area for this using the sidewalk.
492	medford street intersection - rotary circle needs more guidance like powderhouse circle in somerville. vehicles don't know how to navigate safely.

**ResponseID    Response**

494	High Street - while biking I've almost been hit several times in the traffic circle on the other side of the river. Alewife Brook Parkway - it would be great to have a connection to Boston Ave because there's no way I'm going to put my life at risk by biking on Alewife Brook Parkway.
498	Mystic Valley Parkway, from Summer Street Alewife Brooke Greenway is all pretty dicey. I'd say that the section from summer Street to Franklin Street is the worst.
501	- Crossing at rotary intersection at Medford St/High St. - cars aren't looking for bikes. - If the route between rotary and Summer St isn't protected as a separate lane with barriers I would feel to vulnerable to cars, esp when going up hill to the intersection.
503	Not overly concerned with any part of it.
505	The section of Mystic Valley Parkway from the Lower lake up to the intersection where the APD station is, can be very dangerous for cyclists. The combination of the curvy roads, sun glare and speeding cars all contribute to this.
506	Getting from the Minute man to the lakes involves riding with higher speed traffic on narrow shoulders. The rotary at high street has a lot of traffic.
507	Crossing the traffic circle intersections as a pedestrian or with kids on bikes is very difficult
509	The rotary at Medford Street seems like the most problematic place on this route, and the most likely to need changes for safe crossing.
510	The rotary where Medford at / high st crossed the river
512	I've tried biking this route many times and it can be terrifying for folks on bikes or rolling/walking. Overall the rotaries, high speeds and lack of bike lanes are challenging. I'm very excited about this project!
513	Summer street. Traffic is crazy and lanes are undefined.
515	Rotary crossings by foot or bike are very dangerous.
517	The Medford street - Mystic Valley pkwy roundabout is currently not safe for bicycles or pedestrians. Cars generally travel very fast along mystic valley pkwy between Medford St and River St, so riding a bicycle or walking close to the road feels somewhat unsafe, as well.
518	Currently, biking on Summer St doesn't feel safe at all.

## ResponseID Response

519	1) Large intersection at Mystic River Pkwy Rt 3- I used to drive thru here and the crossing is huge and the cars are aggressive, it needs a lot of work to be incorporated into a comfortable all-ages bike/walk path 2) cars go really fast down the pkwy after that intersection away from summer st- need large buffer b/w them and bikes/peds here
521	I am very concerned about losing the pleasant and spacious nature of unpaved pathways along the Mystic River. If there are to be bike connections, please put them along the road, NOT where the walking path is.
524	Summer street/mystic street connection and biking on summer street as it is a busy road/intersection. Need path separated from road where cars drive.
525	crossings at River and High Street - poor visibility combined with inexperienced rotary drivers
528	The Medford street rotary - there's simply no way to cross in a crosswalk if walking on the path along the river. It feels extremely dangerous.
529	Mystic Valley parkway and the rotaries that it has are very dangerous for walking/cycling at the present moment.
530	Any street crossing is a safety concern. I think that in every major intersection or street that the path is crossing, the road should be significantly narrowed or downsized.
531	I'm not to concerned if its designed to take the traffic into account. If not at Mystic Street
532	Along the Mystic Valley parkway
533	That entire stretch. Cars drive very fast, the road curves so can be hard to see pedestrians or bike riders. It's also dangerous to cross the parkway (I do so often as I have a dog.)
534	River street intersection
536	I ride from home (Beverly Rd) to connect with Minuteman path via Mill St. Often return via playground path. Also cross MVP at High St rotary. Prefer to bike thru cemetery rather than MVP path.
538	The Mystic Valley-Mystic-Summer St intersection and Summer St are not bike friendly
540	Mill St, Mystic St, and Route 60 intersections. I use the stoplight at Bridge St. intersection when biking.

**ResponseID    Response**

541	Traffic circle at lower mystic lake - people from Medford direction tend to drive straight through the circle as if they don't have a yield. I worry about that intersection
543	Mystic Valley Parkway from rotary to Summer Street until connection to Minuteman bikeway due to heavier traffic and difficulty transitioning through the rotary. Stretch of MVP from the rotary to Summer Street has some curves that impact visibility.
544	Safety would be a big concern.
545	Summer St. Mystic St. Intersection High Street Rotaries
547	Summer St to Mystic Valley Pkway is narrow and has parked cars on both sides during sports season. (There is a desperate need for a crosswalk at the Dunkin ). The rte 60 rotary should have pedestrian/bike lights. If there is room, it would feel safer to have the little posts, like the ones on Mass Ave in No. Cambridge, along the Mystic Valley Parkway to separate the bikes from the cars,
548	The intersection of the Minuteman Trail and Mill St is already a hazard due to the confusing flashers that like cyclists run stop signs and endanger themselves and pedestrians on Mill St. Adding another path intersection to that mix is reckless; connect it through Buzzell field.
549	I am concerned about the mystic street crossing and the river street intersection.
551	I wouldn't walk along that path at night for obvious reasons (burglars, rapists).
552	1) The rotary at the intersection of Mystic Valley Parkway and Medford Street: this could be a much clearer, calmer, and better designed roundabout/traffic circle. 2) The intersection of Mystic Valley Parkway and Mystic Street: This intersection is large and off-angle. Squaring up the intersection, reducing the area it takes up, creating shorter crossings and better sightlines, more predictable traffic paths, would be a big help. Potential for a circle design, to make traffic slower/more steady and more climate friendly?
554	I currently ride my bike only on the Minuteman Trail beginning at Mill Lane. I would love to connect to the proposed area from the MMTrail only if the entire path was a bike trail.



## ResponseID Response

556	Medford St/High St rotaries -- drivers don't always make space for bicycles. Note that it's common for me to come down from Mystic Street, <u>cross</u> that bridge, bike through Medford to the River/Harvard bridge, and cross back; this avoids climbing a steep hill somewhere around Franklin Street. Note too that I'm mostly biking on the shoulder of the road rather than on the paved trails; I tend to think of those as pedestrian sidewalks and hence not suitable for riding at speed.
558	Crossing at the rotaries is difficult because there are no crosswalks currently on the river-side of each road, and traffic flows quickly.
559	The rotaries at Medford Street are terrible. Even if you want to walk around a rotary to cross Medford street, there is no path that has crosswalks from one side of Medford Street to the other. We often choose to turn around at Medford Street because unless you're planning to go a long way, it's just not worth it. The end by Mill Street isn't great either, but I don't go over there as often.
560	Mystic -summer junction , very busy intersection and multiple lanes all ways
563	The rotaries - manageable by a skilled cyclist, perhaps more of a challenge to novice cyclists, and really problematic for pedestrians walking up and down the Mystic. Also very infrequent pedestrian crossings serving neighborhood streets to get to the river.
564	rotaries at highh st and medford st is very unsafe to cross. river st and MVP is also dangerous to cross.
568	this looks great!
569	Rotaries and bridges
570	The crossing at High Street and Mystic Street.
572	Crossing high street between the roundabouts on foot. Very dangerous.
575	I live on Newton Rd. I usually cross Mystic Valle Pkwy at the crosswalk at Palmer St. It would be great to have pedestrian-friendly crossing (with hazard lights) at the rotaries! At the existing crossing to the Alewife Brook Greenway, the button to activate the stop light is not very sensitive and must be hit quite hard to get it to work. It would be nice if that could be fixed.
577	Intersections/circles at River St and at Medford St on the parkway along the Mystic River. Connections at the Alewife Greenway Bike Path and also at Alewife Brook Parkway
580	High street rotary

## ResponseID Response

582	Currently no sidewalks or crosswalks at Hayes, Mystic Lake Dr, Maynard St side of the parkway. Crossing Medford St also has few crosswalks. Getting across Medford and the Parkway to reach the current path tends to be dangerous, given the speed and qty of traffic.
584	Medford St / High St rotary - cars never have to stop so you can cross the street... bicycle trail overpass here??? Narrow shoulder between cemetery and Lower Mystic Lake and also along Mystic Valley Parkway up to Mystic St.
585	I live on Rawson St so the best way for me to get on the new path would be the unsignaled crosswalk at Palmer St (which doesn't feel safe when it's busy) or the River St intersection, which doesn't have a sidewalk on the east River St side. There's also no bike lane or "sharrow" so bikes don't seem welcome right now.
586	The rotary from high street/medford st is a big challenge. There is no good way to cross the street there and it really disconnects the mystic lakes from the alewife brook path. Cars move fast in the area and are looking in multiple directions they don't always see pedestrians.
587	The connections at Summer St. or Mill St. where you will leave the path and go onto the road with vehicular traffic.
589	I'm concerned about the rotary at High Street. I drive through this intersection often and it is usually very busy. Currently when I have ridden my bike along the Mystic as is, the intersection at High Street feels like a dead end.
590	I frequently run on this route. The intersection that gives me the most pause is High St / Route 60 - the lack of crosswalks is a big challenge. (River St. / Harvard Ave seems well managed, and I usually don't cross at the MVP / ABP rotary.) Summer Street is also a challenge because the sidewalk in front of the AC field is narrow and bumpy - it's fine for running/walking, but not for pushing a stroller or biking or using a wheelchair.
591	mystic/summer street intersection w/gas station---concerned about cars running through lights/site lines, etc. congestion. circle at W Medford (west side of river) near bank. better now with lines but still dicey for crossing on foot/bike.
593	My concerns are mainly around biking. Rotaries connecting West Medrod to the proposed path via High St. Also concerned about a lack of bike lanes along High Stree. It is very dangerous to bike down that street. In terms of walking, I am generally concerned with crosswalks and the speed at which cars make turns and generally do not yield to pedestrians in crosswalks
596	The roundabouts have no safe road crossings
597	Rotaries @ Mystic V Pkwy, High St., and Alewife Brk Pkwy; narrowness of lanes. Also, potential changes may create traffic congestion.

## ResponseID Response

599	Summer Street into MV Parkway is often trafficked with fast cars. There is not much of a bike lane on Summer and the shoulder on MVP is not maintained so there are usually small obstacles to avoid that could case tire puncture. Also drainage basins are present which are very dangerous to bikers if they are not level with the road which they are not on MVP.
601	I am most concerned about the two rotaries where the parkway intersects High St. It is difficult to cross as a pedestrian. I feel fine biking through because I am a confident biker but I know other bikers would benefit from improved bike infrastructure as well.
602	Mill Street is tough for cyclists- construction, poor paving, but it's a really important thoroughfare for cyclists & walkers, including families and kids biking/walking to Bishop, AHS, Lakes. I am also concerned for cyclists at the High Street circle & Medford St circles along the river.
604	Rotaries intersecting Rt 60 / High street / Medford Street. The middle is too small and many cars do not need to slow down at all to go straight which leads to dangerous speeds at this intersection
607	River st. Crossing: bike/pedestrian unfriendly crossing Rotary and North part of the pkwy: bike pedestrian unfriendly/unsafe paths
608	Inersection where Summer meets Mystic Valley Parkway. Also Mill Street meets Summer. On my bike I would have to get off and walk there to take advantage of crossings.
609	The "top" of Mystic Vally Pkwy, just after crossing Mystic from Summer. Curvey street with somewhat blind corners and narrow shoulder.
611	High street crossing is scary. Getting all cars to see you and stop takes a huge amount of time. The section between Summer St and RT3 is ok for walking on the sidewalk but too tight and too much traffic to ride on the road. Rt 3 to High St shoulders are very narrow for biking and cars drive too fast around the turns. The side with the sidewalk is not a good choice for biking. I saw a biker once do that and end up hitting a crack and almost land in the road with on coming traffic.
613	Intersection where summer street is. I regularly run from mystic lakes to the bike path into Lexington. The intersections between mystic up to the bike path are dangerous.
618	the traffic circles, and along the lake. The lake traffic is slow and the road wide, so it feels safe, but would feel much safer if it was a separated cycle path
619	the transition area from bikepath across busy roads to get back on path can be a disruptive and stressful.

ResponseID	Response
620	I don't know the area well - in general I'm concerned about busy street crossings
621	I'm not more or less concerned about any of these intersections than the intersections on the Minuteman. Route /Mystic St and Mystic Valley Parkway might be the riskiest intersection.
622	main connections points: medford st, alewife greenway and mill street. Many cars driving fast
623	Rotaries, mill street, High St in Medford
625	Major path-street intersections, especially those with non-light-controlled crossings
626	Medford st/High St rotaries at Mystic River need crosswalks on side near the water! Very dangerous currently.
628	Intersections and places without adequate protection from cars. Access to Arlington Center.
632	My current route is to use River street to connect between Mass Ave and the lakes. That whole section of the Mystic parkway is pretty hairy, to say nothing of the double roundabout.
633	1) I'm concerned about summer street, as it experiences high levels of traffic but currently does not have very safe sidewalks (in fact it doesn't have a sidewalk on one side for a significant section near the intersection with Mill St.). 2) I'm concerned about safety at the rotary crossing near the High St. bridge. Biking through there currently feels very unsafe, and there is no easy way for pedestrians to cross either.
634	Summer/Mystic Valley Pkwy at Mystic St - Awkward intersection for everyone. Never felt comfortable driving through here and I see people walking taking chances because it takes too long to cross on foot. Medford/High St at MVP - People on foot have no good place to cross Medford and High Sts. and motorists tend to drive too fast and aggressively to feel comfortable to walk anywhere around here. As a bus rider, I've gotten off down the street and then found no good way to actually cross to where I wanted to go. Motorists trying to enter the residential side streets along this section are also quite aggressive -- especially the left-turners for "North/west" bound MVP traffic -- they don't really look for people walking before they accelerate quickly into a gap in opposing traffic.
635	Crossing at the Pleasant St rotary is the worst, most dangerous crossing. We go up into the neighborhood and cross mystic st at the light near the Crosby school, go past the school and come down oak hill, crossing summer st. near our home. (So we don't cross mystic at the summer st intersection.

## ResponseID Response

636	<p>1) All of the Summer Street intersections feel dangerous while walking or biking - no bike accommodations very narrow sidewalks, poor crossing conditions, ped signals do not allow sufficient time for crossing 2) The Medford St/High St rotary is scary as a pedestrian, particularly during rush hour. 3) There is also a MAJOR need for a crossing of the High Street Bridge at the Mystic River Path intersection. It is very risky crossing there and the pedestrian crossings on the Medford rotary are not convenient for trail users. 4) I do not feel comfortable biking along Mystic Valley Parkway except on a separated path.</p>
638	<p>Mystic Valley Pkwy is dicey on a bike, no Q... it's not bike friendly</p>
639	<p>1. Connection to the Minuteman: I don't have much experience riding on Summer Street, but just from my observations from riding along the Minuteman and crossing at Mill St, it looks like a busy road that I wouldn't enjoy riding on without some changes. I hope we can make the connection to the Minuteman both convenient and safe, and make the route along Summer Street as comfortable as possible. 2. High St: Most of the problems are captured in the conditions assessment, but let me just emphasize that it is terrible. The rotaries are huge, there are minimal provisions for non-motorized users, and it is incredibly jarring to have this tense and dangerous crossing in the middle of what is otherwise a quiet and pleasant riverside path. 3. River St: Similar to High St, but not quite as bad because there are no rotaries and the desire line is straight across. However, having the crossing set so far back from the intersection, with no crosswalk or curb cuts, means drivers simply are not looking for you. You just feel forgotten.</p>
644	<p>I find the intersection at Alewife Brook Greenway to the Mystic Valley Parkway is scary - the cars on 16 just don't care and the bike access can be spotty</p>
646	<p>It is unclear from the map and description where this path is proposed, or maybe the route has not been determined. I presume, as it seems the best route, that from Alewife Brook Parkway to Medford/High St it will be on the path next to the river not on the Mystic Valley Parkway. I presume the crossing of Medford St will be above/north of the rotary so only one roadway will need to be crossed. I presume the path will continue next to the river in the grass until the curve of Lower Mystic Lake. From there to Mystic St is the most challenging part of the path. The road is very curving, narrow and cars move fast. Where will the path be here? Hopefully, not on the road, but there are a couple of bottlenecks where it would be difficult to make an off road path that doesn't share the sidewalk, unless the sidewalk is widened. A nice place for a path and good to connect to Minuteman.</p>
648	<p>I'm concerned about safety along the proposed stretch west of Medford/High Street, since the paths/sidewalks narrow significantly in that stretch and Mystic Valley Parkway is a lot more winding/curvy, leading to lower visibility for motorists.</p>
649	<p>Passing by lower mystic lake. This is a tight turn with fast-moving car traffic.</p>

ResponseID	Response
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651	Passing along Summer Street is dangerous with no ideal crossings and getting to/from Mill Street is a highly dangerous situation. The roadway of Mystic Valley Pkwy is dangerous due to storm drains forcing bikes into car lane. This stretch of road really needs bike lanes especially given how fast car traffic goes.
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652	The roundabout where Medford st meets Mystic Valley Parkway has a lot of cars traveling fast, and I don't know how to cross on foot safely.
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9. What matters to you about the potential path? Please rank how much each element matters to you.

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Safe crossings with slow vehicle speeds where I am visible to drivers Count Row %	2 0.4%	6 1.2%	36 7.2%	116 23.2%	340 68.0%	500
Feeling of security, knowing I am visible to other path users or people/homes near the path Count Row %	41 8.2%	65 13.0%	150 30.0%	132 26.4%	112 22.4%	500
Crossings/connections from neighborhood streets Count Row %	13 2.6%	52 10.5%	170 34.4%	150 30.4%	109 22.1%	494
Path or bike lane connections over bridges between Arlington and Medford Count Row %	12 2.4%	26 5.2%	112 22.5%	141 28.4%	206 41.4%	497
Path lighting Count Row %	54 11.0%	80 16.3%	165 33.7%	122 24.9%	69 14.1%	490
Being able to use the path in winter / snow clearing Count Row %	39 7.8%	74 14.8%	135 27.1%	140 28.1%	111 22.2%	499
Preserving trees Count Row %	15 3.0%	38 7.6%	129 25.8%	171 34.2%	147 29.4%	500
Enhancing plant and animal habitat Count Row %	13 2.6%	44 8.8%	148 29.5%	143 28.5%	153 30.5%	501

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Opportunities to rest and spend time viewing Lower Mystic Lake Count Row %	33 6.7%	94 19.0%	166 33.5%	126 25.4%	77 15.5%	496
Opportunities to sit and rest periodically along the path Count Row %	58 11.6%	149 29.9%	159 31.9%	90 18.0%	43 8.6%	499
Opportunities for interpretation (of the environment, history, lake use, etc) Count Row %	76 15.6%	162 33.2%	163 33.4%	63 12.9%	24 4.9%	488
None of the above. I'm not interested. Count Row %	81 89.0%	3 3.3%	5 5.5%	1 1.1%	1 1.1%	91
A paved path for cycling on the Arlington side of the river! Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
A variety of safe biking routes (safe for ALL ages and mobilities! aka protected lanes) that enable transportation across towns Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Ability for all ages/skills of cyclists/peds to use the path Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Access to water from the path. Not having to climb over guard rail. Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1



	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
As in most surveys you do, you ask leading questions, eg. the first question. The proper question is: Safe crossings that don't interfere with traffic Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Bicycle safety when riding along, not just at intersections Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Clear signage Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Clearly marked route Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Connection to Minuteman Bikeway Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Connection to Mystic paths and beyond to Lynn Count Row %	0 0.0%	0 0.0%	1 100.0%	0 0.0%	0 0.0%	1
Connection to the water along the lake/river (especially the section near the lake). Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Connectivity to larger trail network Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Crossings that are not reliant on drivers yielding (e.g., all-way stop, automated signals) Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Designing the path space so it can easily accommodate both walkers/rollers and people on bikes without them being an impediment to each other. Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Effective westbound commute options (connecting Medford and Lexington via Minuteman) Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Efficient transportation options Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Fishing access along the southern edge of Lower Mystic Lake Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Good signage Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Guardrail/barrier from MV traffic Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Having a dry/non-muddy surface to walk on Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Lake/River Lookout viewing platforms like in Spy Pond Park, picnic tables Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Make paths accessible to strollers, wheelchairs Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Opportunities for kids to engage/interact with the space, yet still be safe Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Path is direct and convenient to use. Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Paved bike path suitable for road bikes Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Physical separation from car traffic Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Protected bike lanes on abutting streets Count Row %	0 0.0%	0 0.0%	0 0.0%	1 100.0%	0 0.0%	1
Protected cycle tracks please, not just bike lanes on the road! Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Providing path/bike lanes to accommodate both family/novice and transportational/experienced cyclists. Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Restrooms!!!!!!!!!!!!!! Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Safe sharing of path between cyclists and foot traffic Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Separated, clearly marked off-road path facilities (mode segregated for people walking vs. biking) Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Shared communal public space- ie garden etc Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Smooth paths Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Smooth surface Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Total time spent at crossings Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Trash/Recycling receptacles along the route Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1

	1 - Not important	2	3 - Somewhat important	4	5 - Most important	Responses
Trash/litter - more trash cans, signs about litter Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
length - extending reach/distance of recreational paths Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
maintaining a natural foot bed that is permeable and not paved. Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
slowing car traffic at all places Count Row %	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 100.0%	1
Totals Total Responses						501

10. Is there anything else you would like to share with the project team that may not have been covered in the survey questions above?



ResponseID	Response
7	Canoe and kayak launches along the path would be helpful for local boaters
8	In the winter it's great to be able to walk, cross country ski, and fat bike along the Alewife Greenway and Mystic Valley Parkway. It would be great to leave some path segments unploughed in the winter. This is one of the few areas where you can enjoy the snow locally. It would be good to balance the needs of winter transportation and recreation.
12	Definitely concerned about separation from moving vehicles
16	The drainage project at the end of Park St/Rawson Rd is a horrible, unattractive eyesore as well as the benches. Can there be work as part of this plan to beautify that area?
20	My commute puts me on the east side of the river, (between River/Harvard and High St) where the road is wide, quiet, safe. Along the river on the west side is nice (but currently bumpy) but not important to my needs at the moment
21	Thank you!
22	thank you!
24	The most critical need for this corridor is to develop a safe way to cross the Medford/High St bridge so path users can continue along the greenway. As such the design for this crossing should be able to be pulled out from the rest of the recommendations and developed as a quick-build project and not need to wait 3, 5 or 8 years for fundraising.

## ResponseID Response

26	There is an existing exemplary project that restored a small riverine habitat and improves water quality along Mystic River - it has signage already = Mystic Riverfront Restoration project.
29	Will there be crossing lights like we see at other crosswalks to stop traffic? Not clear. Also many cars don't stop even with the lights!
31	Mystic Valley Parkway desperately needs a path that allows safe crossings across potentially dangerous intersections for multimodal path users. I thank Arlington city staff and Toole Design Group for pursuing an effective solution to the issues with the path/sidewalk as it stands currently, and I look forward to the continued efforts. Safety is my biggest concern for the path, and I hope that the final design will include measures that protect path users from motorists and allow cyclists and pedestrians to safely travel along Mystic Valley Parkway.
36	I am a bike commuter AND I bike for recreation and errands with my young children.
42	Please consider short term improvements. We shouldn't have to wait 5 years for a way to cross Rte 60 at the rotaries. It's unfathomable that there are not even crosswalks there now. Similarly, it wouldn't be hard to do a tactical enlarging of both rotaries and narrow the traveled way in between to slow and better direct traffic and create safer environment for everyone.
45	Removing Summer St parking will be a battle but it's an important one. Painted bike lanes will NOT do - people will simply park in the bike lanes. I wouldn't be surprised if they jump the curb to park on a separated bike path. The Kimball Rd ped/bike connection should be more offset from the road because plows will pile snow right towards MVP. This should also be considered at other streets that form a T into MVP. Neighbors walk small boats (canoes, kayaks) down the MVP sidewalk to the lake (and presumably elsewhere along the corridor). Preserving that direct access to the water would be nice.
46	Recognize that building infrastructure requires good integration at transition points, not just designing for through path users.
48	Facilities for users traveling at different speeds: cyclists rolling at 20mph should not have to be in conflict with pedestrians at 3mph any more than they should have to be in conflict with cars at 40mph.
51	Will this path be paved or crushed stone? Will there be garbage pails for trash & dog poop?

## ResponseID Response

52	<p>The first set of questions weren't quite the right ones IMO. You asked how I get around now - it's by car, *because it isn't safe to bike around*. I live in Arlington (Orient Ave) and go to Medford every day or two to visit my kids. If there were a safe bike route between our houses, I would go by bike instead of car. Great that you are planning improvements to the route along the Mystic Valley Parkway. Please also put in protected bike lanes along all the other major routes in Arlington! Summer St, Park St, Pleasant St, Mass Ave, etc. Every middle and high schooler in Arlington should be able to safely bike to and from school, for example. We also have the bikeway, a pretty unique resource. It should be the spine of transportation in Arlington; there should be a network of protected bike lanes from every corner of Arlington connecting to it.</p>
54	<p>The sections along the MVP between the Alewife Brook Greenway to the Rt 60 rotary, offer a rare opportunity to have a separated bike path far from motorists which is better for safety and health (less exposure to exhaust). I highly endorse having the path as close to the Mystic River as possible here. This has another benefit of highlighting/featuring the river rather than the road.</p>
55	<p>(1) River St-Harvard Ave needs to be easier to cross in the "upstream/downstream" direction and the bridge itself could double the width of its sidewalks. (2) Palmer St is the critical existing crossing &amp; neighborhood access point, (3) Park St needing a new crossing at the little "interpretive garden - water outfall" point.</p>
58	<p>You know what, I would actually prefer a bike lane for my bike riding. If there is space, bikes and cars mix well. Bikes and other modes on a path not so much. By all means make a path, but leave me the option of riding in the street, especially if it's crowded on the path or I'm in a hurry.</p>
59	<p>If the guard rail along the lake/river (between Summer St and Medford St) on MVP could be moved/reduced to allow more access to the water, that would be great.</p>
60	<p>I am just shy of 80 years old. I am not going to be using the bikeway for commuting or errands, ever. Mostly use paths on foot and would like to be safe from spandex-clad riders.</p>
62	<p>Though there was a great turnout at tonight's meeting, I do feel that the average Arlington citizen who is not a cycling enthusiast was underrepresented. I love the paths in my area and rely on them for both my work commute and recreation. I also ask the team to be mindful of the average person living in Arlington and the need to be able to traverse the town efficiently. Many people drive Summer Street to access other towns and to get cross town.</p>



## ResponseID Response

69	There is wildlife present in the area. Any construction should take this into account. The paths near the river are well worn and tree roots are exposed, river banks are vulnerable to erosion. This is not the location for a commuter path, but a strolling path.
70	Wide paths for cargo bikes
73	Please don't bother making changes if you don't create facilities for all-ages. DCR keeps creating bike paths and lanes without vertical separation and they're not safe. Create something everyone will feel safe using and get something done ASAP with decent flexposts / concrete dividers. Don't let us down.
75	Clear signage is a frequently lacking aspect of bicycle and pedestrian facilities. Without it, people don't realize the connections exist and don't make as much use of these facilities as they could. Signage should regularly give the name of the facility you're on, and arrows pointing the direction to landmarks. And at road crossings or connections with other paths, wayfinding signs should be spaced so that from each sign the next sign is in clear view. Signs should be reflective, and standardized. This isn't a new concept. No one would dream of building a road that didn't have signage like this. I can get on Rt. 16 in Medford Square and stay on it all the way to Webster without consulting a map, because at every single intersection there are signs telling me which way is Rt. 16. But if I get on the bike path at Assembly Square and want to get to Arlington Center, there are at least ten places where I'd need local knowledge or a map just to cross a road to continue on the existing paths. Reflective metal signs are very inexpensive compared to the cost of building these facilities, it's crazy to omit them from the process.
76	I like the connector idea.
79	My experiences on the Minuteman Bikeway make me wonder how realistic it is to have a successful multi-modal path. Many cyclists resent pedestrians and many pedestrians resent cyclists. I would love to know if there are ways to minimize this.
82	The Mystic street floods periodically - will the project be able to address improving the drainage pattern?
84	Very important to have marked lanes for each direction. SAVE THE TREES
85	The whole Mystic River/Mystic Lakes area, on both the Arlington (West bank) and Medford/Winchester (East bank), are a single riding area for me. Sometimes the aim is recreation, sometimes I'm passing through to points East (e.g., Medford, Malden, Northern Strand, etc.) On a bicycle, I primarily (but not exclusively) ride the roads there. On foot, I stick to the trails for the most part, supplemented by sidewalks. I also drive on the roads, and am sympathetic to the needs of drivers as well as cyclists and pedestrians.

## ResponseID Response

92	Existing converging point of bikepath and Summer St at spot west Food Link. Why is this not an option?
99	If you build it they will come, but that's hope—not a plan. How to promote new resources, their benefits and how to access them should also be considered.
106	Anytime you go there you can see how much each of these resources are valued by people - connecting them (and more) is great.
119	Will you use this when it's raining? Will you use this in the winter? Will you use this when it's hot and humid? What increase in your taxes will you be willing to tolerate to make this happen? What decrease in your ability efficiently travel will you accept?
126	Add more restrooms.
131	There's a tradeoff between safe crossings, and frequent long lights that detract from my ability to get a good workout. I think the Minuteman has a good balance right now; if there were substantially more lights I had to wait at I would be less likely to use a new path.
133	So glad this portion of the path planning is under way! Thank you to all working towards its implementation!
134	Please prioritize preserving existing trees, and think about how to make the space more of a habitat for native species -- plant host shrubs, perennial native flowers for pollinators, etc. Alewife Reservation/ Fitchburg Cutoff Path is a great example of how to do it right.
141	Consider how to maintain it with frequent flooding on Mystic Valley Parkway.
149	Winter plowing and deicing is extremely important—it's very frustrating to have plowed shoulders removed to put in bike lanes/paths that are not plowed, because then you're stuck having to take a busy lane when there used to be a shouldr.
152	No
156	Please do not light the path. Lightning contributes to light pollution, high maintenance costs and is inefficient. Folks can bring their own lights - that's much more efficient. Please don't salt the path. It can kill some types of plants and trees and salt runoff ends up in the water.
166	Make this area safe enough for new and young cyclists. Make it safe enough for me to ride with my children. Get rid of parking – it's public storage for private property. Do whatever you need to do to lower vehicle speeds. Provide vertical separation. And ample space for cycling.

ResponseID	Response
173	Better access -- and more visible -- for getting boats/kayaks into the lake and/or river. How the public can get to view/walk or bike along the lake from more access points.
175	Thank you for considering this!!
176	Thank you for doing this. It would be great if there were a bathroom or port-o-potty along the route too
187	Do not allow right on red near crossing as I noticed that is often a safety issue when using crosswalk. Other cars visually block pedestrians from being seen by those coming up right lane and they are so intent on making the turn they aren't thinking about pedestrians crossing.
190	The safety of pedestrians and cyclists could be enhanced with frequent police on bikes patrols.
193	Discovering I could get to the minuteman from Medford by using the Greenway changed my leisure time. I love that ride. But the areas of sand make me feel like bikes aren't supposed to be there.
198	I recently purchased an e-bike to replace a second car and will be primarily using it as transportation. I hope all transport options that aim to reduce car use, increase perception of safety among potential cycle users (a majority of folks I talk to would cycle more if they felt safer doing so) and claims space for cyclists and walkers is paramount. Massachusetts and our towns can be national leaders in multi-modal, non car-centric transportation. Let's find the will, the plans, the funding and the way!!! Think big, think bold - the people will thank you as they leave their expensive, polluting cars and create a built environment that is quieter, cleaner, safer, childhood-boosting, and more social/neighborly.
206	This seems nice, and I would definitely use it, but personally I would be much more interested in a connection from farther downstream on the Mystic to the network of paths along the Charles / Kendall Square.
212	I think we tend to undersize bicycle paths in general, and this leads to potential bike/bike and bike/ped crashes/conflicts on e.g. the Minuteman Bikeway (and perhaps, a fatality). For all the expense that goes into studies, planning, design, ROW, etc, we should make the path as wide as practical, not as skinny as we can get away with. To be concrete, 15 feet wide seems like a nice minimum.
213	no right now
215	Enhancing the whole route not just in the Summer st area is important. Although there is an existing trail along MVP/DCR land not all sections are in good repair due to roots and run off

## ResponseID Response

219	At Mystic/Summer intersection, consider using Brookdale Rd and Johnson Rd to Cutter Hill Rd to Mill St to connect with the Minuteman Bikeway; or consider using Mystic to Russell St
220	Long overdue. But please design with care. These areas are precious.
231	I get on the current path at Mystic Bank/Davis or Kimball. There is a sort of paved area to MVP but it would be great if it could be improved.
234	I really help this gets done!
238	pedestrian on-demand crossing at rotary w High St would be preferable. I'm also interested to see how this path would look on Summer St, before the connection with the Minuteman.
240	MVP going up from High St to Summer St is very steep - I have never been able to do it on my bike, much less with my children. Not sure how this could be changed/accommodated but I love the idea of this connecting path!
241	I'm just glad to see the segments in the greater Boston bike path network getting linked together, which enhances this specific area, but also provides people with better ways to get around to work, school, errands without having to drive. Thank you!
242	I love to use the path to observe wildlife through ever season so having habitats to encourage this would be amazing.
246	I was hit by a car on my bike at the intersection of Bates Rd and Raleigh St. I fractured my neck and was in a neck brace for 6 weeks following the accident. A proper bike lane should be added to Bates Rd and River St connecting Mass Ave to the Mystic River trail. When Arlington recently repaved Bates Rd I was disappointed they didn't add any bike protection that street.
247	It would be great to look at the local roads opposite the path and find a way to integrate the neighborhood, even if it means impacting auto traffic. When I drive along Mystic Valley Parkway it feels very highway-like as if the road disconnects the path with the community.
248	A better crossing solution over the bridge would be wonderful for our family. I often cross with children on bikes and never feel safe.
249	Better bike lanes = at least a few fewer vehicles = Win/Win; but it needs to be done in a way which shares the space, i.e w/ walkers, joggers, ball players, BBall court players etc. Do not bisect Buzzell; go along the fence line so as to minimize sharp turns for the cyclists and disruption for those using the field/courts for other activities. Oh, and, as a regular biking commuter, my take is that the Mill St. lights are sufficient to protect cyclists; no need to spend a fortune over building the Lake Street intersection boondoggle again on Mystic St. Thanks for thinking it through and making it all happen

**ResponseID    Response**

257	leave path natural not what arl center so. calked patrks are. barren. tons of \$. and almost the same. modern railings in old wrought iron. wrong and waste of money
263	I am thrilled that this is being studied. As much success we have had over 20 years creating bike (and other user) trails the future requires interconnecting trails to really come of age.
269	This is such a great project that is relatively low-hanging fruit. I commend city staff for taking the initiative on it and hope it can be implemented at extremely fast speed for govt. Please build this ASAP so folks can start enjoying it!
270	if this draws people away from the current bikepath that goes through the center of town (Pleasant ST and Mass AVE) it will be a bigger disaster for the future of center
280	Path width is very important to allow for bicycle and pedestrian traffic
282	I am very happy that this project is under consideration.
285	Could you consider preserving the connection (walking/biking path) from Kimball rd to mystic valley parkway trail, also from Davis Ave to mystic valley parkway trail?
286	Thank you for your work on this! I won't be living in the area by the time this project is done but I am excited to watch its progress even so.
292	"Connections from neighborhood streets" should ONLY be contemplated in consultation & discussion with abutters and residents along the street in question!
295	Adding wild life viewing areas/ platforms. Near the the west side of the base of lower mystic lake . There is a small area that juts out. It would be equidistant from the mouth of the river and Culvert birds gather in both of those areas.
297	I'm so excited that this is in the works!
308	I think this is a great idea. I used to bike this exact route, but I had to go on the road, which is not very fun on mystic valley parkway. I'm an experienced urban cyclist (10 years) and I still don't feel safe or comfortable on roads like Mystic Valley Parkway. The cars go fast, the roads are curvy, and there's not always a lot of road shoulder.
309	It would be great to have protected lanes for bikes along Mystic Pkwy between Mystic St and the rotaries

## ResponseID Response

312	I live in West Medford and work in East Arlington; I come in contact with these paths as either a pedestrian or driver pretty much daily. I'm so excited that you are looking into connecting them to a wider path network, and that there will be safer options for crossing at (and driving through) the double rotaries.
314	It would also be nice if there was a good connection into the path in Medford just past the uhaul :)
321	It's important to assure easy and safe connections to the new Green Line station on Boston Ave and to other nearby bike paths.
323	toilets
324	I have been running around the Mystic lakes for the past 25 years and I like the fact that there are very few bikers. If paths were to extend there, I would really prefer that a dedicated lane for bikes, separated from sidewalk be implemented.
325	Will improvements happen on the Medford side as well?
326	Biker and pedestrian safety is huge here. As a biker, I've had many bad experiences with cars on Medford and Arlington roads. I think it is extremely important to have separated bike lanes anywhere there is not a full path. Connecting to the lakes would be recreation and has the potential to help out with the parking strain.
331	Good idea! Would love to see this happen. Thank you for your efforts
337	I teach environmental science at the Arlington High School and use this route and lake very regularly. I would be more than happy to give more input if requested. Contact AHS science department and ask for me!
339	thank you!
342	It is important to utilize current roads, like the Mystic Valley Parkway for this path. It is not appropriate to take part of the parks (The Mystic Reservation), pave them over and call it good. It is time to de-emphasize auto traffic on the parkways and use them for bike paths. Also, serious enforcement of the no trucks is important.
344	Snow clearing, safe street crossings, trash cans, and lighting are the most important aspects to me
346	Thank you!
348	both a bike commuter and recreational road cyclist
352	I worry that it will become another Walden Pond and taken over never to be as it once was with State involved

## ResponseID    Response

353	I am very excited about using this in future as round trip bike loop for gentle exercise, currently I mostly using the area only to walk. I walk the alewife brook greenway path almost daily now and enjoy the sense that it offers a chance to feel more like a getaway in natural setting than most of the riverfront which is open and grassy and much nearer to noise and smell of cars. I enjoy that Alewife stretch is not lighted and feels secluded and more wild, and would hope the new path offer some stretches more like that. I feel safe at alewife now, but would not feel safe after dark, but that's OK, I just dont go there then.
361	This is very thorough, thank you! Just one thought: I had to use my smart phone to follow the route on the map you provided; I needed more guidance than your map gave me. Also I had no idea where Alewife Brook Greenway was, so I didn't respond to that. I'm sure I've ridden on it, just don't know it by name.
365	I LOVE this idea. This would be an incredible asset for our community. Please see it through.
368	bike lanes are often not placed well, or cared for properly. There are a lot of bike lanes that are little more than gutters with white bicycles painted on them, which is useless when they are filled with storm water detritus, or broken glass and other obstacles that cause bicyclists to get pushed out into the road. Please be mindful that if a bike lane is to be created, it be done properly.
370	I am concerned about the steep hill going on MVP from Medford into Arl. It would be hard for me to get up and I would worry that I might have to stop with traffic near by. I also take a right onto Hayes and Left onto Medford to avoid having to go half way around the traffic circle. Also the entry into the traffic circle from MVP is not great.
373	Attention to invasive plants
382	The key to safe access from local streets (e.g., Park Street) to MV Parkway is to slow down traffic on the parkway, which far exceeds the posted limits and often ignores pedestrians in the crosswalk near Beacon/Palmer Street
385	The Minuteman is a good model.
387	Better management of park use, including control of jet skis, illegal fires and picnics, trash. Need to manage invasives and encourage native habitat for wildlife and flood management.
391	I LoVe ♥ walking/riding my bike on these trails/paths. I have seen such beautiful butterfly gardens amazing birds along the way. These really enhance the experience my enjoyment.

**ResponseID    Response**

392	Consider using some of the side streets such as Emerson rd and Victoria road to allow for better crossing away from mystic st.
395	I would explore the area on my walks if I felt the pathway was safe. Thank you for this much needed improvement for walkers and bikers, many of whom are children.
400	I use the pathways under discussion for running only, not just because they are beautiful, but because the dirt path is easier on my joints and the only dirt path to run on in Arlington other than the Res (which is not walking distance from my home). It would be ideal for me to keep the river path gravel - better for joints and the environment! I also bike for fitness and frequently bike around the Mystic Lakes - but never along Mystic Valley Parkway between the Parallel Playground rotary to Cambridge because the road is much too narrow, too much fast traffic. I might consider extending my rides around the lakes if there were safe biking lanes on the road.
404	Trees are critical.
408	The designated stretch is really mostly fine. The intersections and connectivity to the minuteman (esp between Mystic St and the Minuteman) are the places that need the most attention.
424	I explicitly do NOT want lighting added in the parks. I appreciate being able to take night walks by the river in moonlight, not electric light. However, I would appreciate improved lighting for the sidewalk at the upper end of Mystic Valley Pkwy. It can be hard to find the sidewalk in some conditions.
426	Preserving the natural habitat is very important so if improving the paths compromises the bird life or other wildlife, then it's not worth it. I do think the area around the rotary at the intersection of Mystic Valley and Medford Street is treacherous. I have almost been hit by vehicles many times in that area.
431	Not take away from other modes of transport like cars and busses
433	I haven't been following this but I think labeling the green spaces would be helpful. e.g. Is Buzzell Field Park the green space by Summer Street?
435	I don't know if the survey is considering the homeowners along the path but they most certainly should Mystic valley parkway is already experiencing issues with excessive traffic. Adding more crossing points would only cause further problems
438	Very glad this is being looked at and that public opinions are being collected



## ResponseID Response

455	The pandemic forced us to connect with this neighborhood and realize how much there is to do around the lakes and how disconnected the neighborhood is from this amazing nature area. It would be a shame to not take the opportunity now to improve its use for exercise by having better paths, help the middle and high school students commute from East Arlington, create recreational programs along the river and the lakes and even create commercial opportunities.
457	Maintenance is important!
459	Safety is a primary concern especially given the terrain. I live between the two lakes so my access is not typical
494	If the path will be shared with cars between High Street and Route 3, then the road needs significantly reduced speeds.
498	This is such an important connection! I have ridden there, taking my life in my hands.
513	Bike parking at the lakes
516	Safety with other users. Many "bikers" are thoughtless as to their speed and how they could hurt people on the paths.
521	I use the Minuteman Bikeway for biking, and the Mystic River and Greenway paths for walking and cross country skiing. I would be very concerned about a plan that paved or increased bike traffic on these walking paths. Don't get me wrong, I am an avid biker, but once a path is paved it is less compatible for jogging and walking (and skiing). Also, paved paths are worse for knee and foot health for running than dirt. Please do not pave the paths along the Mystic!
530	Physical changes to the roadway are far superior to using signals. I believe the path should come at the expense of the roadway (Mystic Valley Parkway), even if there's space to accommodate the path next to it. This is the single most significant factor in making the path attractive and SAFE!
531	Good even payment with enough space for two way path traffic
537	Safety from irresponsible cyclists. Crossing streets without stopping, regardless of lights such as Lake Street. Riding too fast for pedestrians to move out of the way..
552	Cycling around Mystic lake is popular, so it is important that bike lanes be included/left on the road or that separate bike lanes be incorporated into any design, so that road riders can continue to do lake laps w/o pedestrian conflicts! :-)

ResponseID	Response
554	It is very important to me that the path itself be sufficiently wide to accommodate walkers and cyclists. That includes a generous shoulder consistently cleared of invasives especially Japanese Knotweed.
559	I do really worry about erosion with much of the current path, and compacting tree roots.
564	Paved bike path would be nice. DRAINAGE. Many paths become unusable due to poor drainage and I feel this area is very prone to those issues.
568	thank you for thinking of this, very cool!
575	Create a small landing at the river (between the rotaries and River St.) for folks to use to put in their kayaks. Kayaks can be pulled on a small trolley, and a safe crossing would be needed for this. Thank you for this survey!
580	Thanks for considering this project, hope it happens.
584	Before snow thaws, can you plow only one side of bike path so people can cross country ski on the unplowed side of bike path? Not top priority, but it could be nice.
586	Great project! Can't wait to see the plans develop. Thanks for your work on this
593	Mainly just that bike infrastructure in Medford needs to be improved. Cycling around the city is very unsafe, especially when compared to Cambridge and Somerville.
597	Please consider off-road pathways, as MVPkwy is too narrow for bike lanes.
604	speeds along these roads are dangerous, traffic calming would be ideal especially considering that the speed limit is 30 mph at max in most places
608	Walking or cycling along Summer Street is not pleasant because there is so much traffic. For enjoyment I would probably skip this section and just do sections where I could get well away from the cars. When walking I use side streets as far as possible to avoid Summer. As a car driver (and I have driven this route many, many times) I would make a plea to keep cyclists really far separated from the cars. It is extremely scary to have bicycles potentially all around you. Car drivers are not bad people and there are many times when there is no good alternative but to drive (I'm old, and I simply don't have enough energy to walk or bike everywhere). I use Summer St. because Mass Ave. is now really impossible by car, there are just so many lights, low speed limits etc. There are many conflicting needs that have to be accommodated.
611	Looking forward to seeing complete

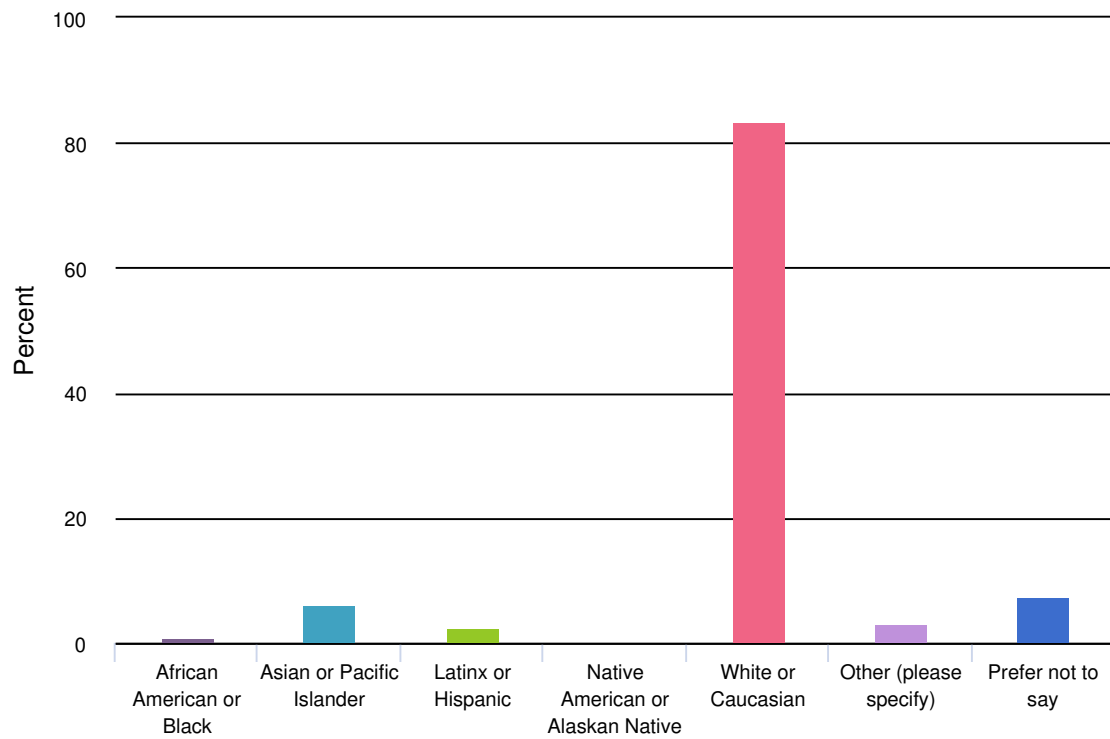
## ResponseID Response

616	Thinking about the start and the ends of these routes is important, sometimes it feels like we go on some of these paths and they just end abruptly, or are not well marked as to where to continue.
618	excited you are thinking of this. As a 72 year old committed cyclist (woman) I look forward to more safe paths close to home. I live in Cambridge close to the Minuteman path.
619	It would be amazing to add a dirt/wood chip strip along the path for running.
622	Connection to the streets, the way should not be closed (no fences as in the minuteman one), networking occasions, community development opportunities
626	How will runners/bikers cross Summer St?
628	Please think about connections to Arlington Center, West Medford, etc., and how the path is/can be used for transportation (not just recreation).
634	Excited that there is going to be enhanced paths here -- the best path will be one where people walking and biking are fully separated and disentangled from motor vehicles. I think this is most important at High/Medford Sts. If there are opportunities to narrow MVP in order to achieve greater space for people walking, biking, and for plantings, please do that. MVP is generally a fast road and given the conditions seems overly fast. Slowing vehicles will also make things more pleasant with less road resistance noise from vehicles.
635	I'm interested in how a path thru the cemetery would work. It's might be a nice wayto engage people with that area of natural open space. The grade change would be challenging for bikes.
637	How about a new path closely paralleling Route 2 in Arlington: beginning at the Minute Man Trail / Route 2 tunnel, then along the edge of Thorndike Field, along the edge of the Mugar preserve paralleling the Route 2 exit, crossing Lake Street and connecting to the existing trail along Spy Pond that emerges at Pleasant Street. This would be a direct connection from the Minuteman Trail to Pleasant Street.
639	This could become a very important connection in the regional bike network. Please keep this in mind as you consider the type of facility (especially width), and the roadway crossings. Will it still work if the volume of users doubles or triples over time? Is it accessible to all ages and abilities along its entire length?

## ResponseID    Response

643	I bike with small children (< 7 years old). Crossing at large intersections with kids is a real challenge unless there are (at a minimum) clear crosswalks, lights or signs to stop traffic, and a place for several bikes to safely wait together. Where the Minuteman bike path crosses through Arlington center is better than it used to be (with the green painted area to wait in), it still feels pretty exposed if you have small people on bikes to shepherd through traffic. Off-street options where the bikes are physically separated from cars as much as possible are highly preferred.
649	Safety for all users is my primary concern
652	This is a very beautiful and under-used part of Arlington

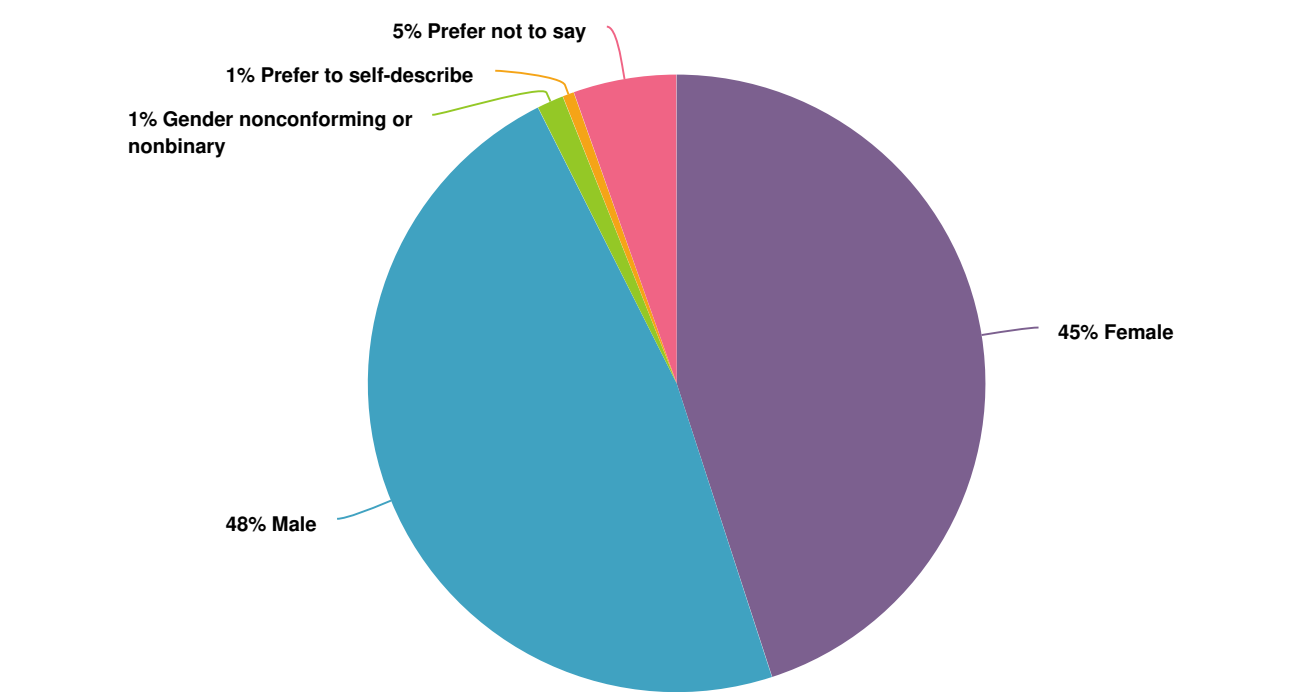
## 11. What race or ethnicity do you most strongly identify with?



Value		Percent	Responses
African American or Black	<div></div>	1.0%	5
Asian or Pacific Islander	<div></div>	6.2%	31
Latinx or Hispanic	<div></div>	2.4%	12
Native American or Alaskan Native	<div></div>	0.4%	2
White or Caucasian	<div></div>	83.3%	415
Other (please specify)	<div></div>	3.2%	16
Prefer not to say	<div></div>	7.4%	37

Other (please specify)	Count
Jewish	2
Middle Eastern	2
Ashkenazi	1
Ashkenazi Jewish	1
Ashkenazic	1
Biracial- Indian and Hispanic	1
EURO MIX	1
Eastern European Jewish	1
European	1
Franco-American	1
Mediterranean	1
Seriously?	1
What difference does it make?	1
Totals	15

12. What is your gender identity?

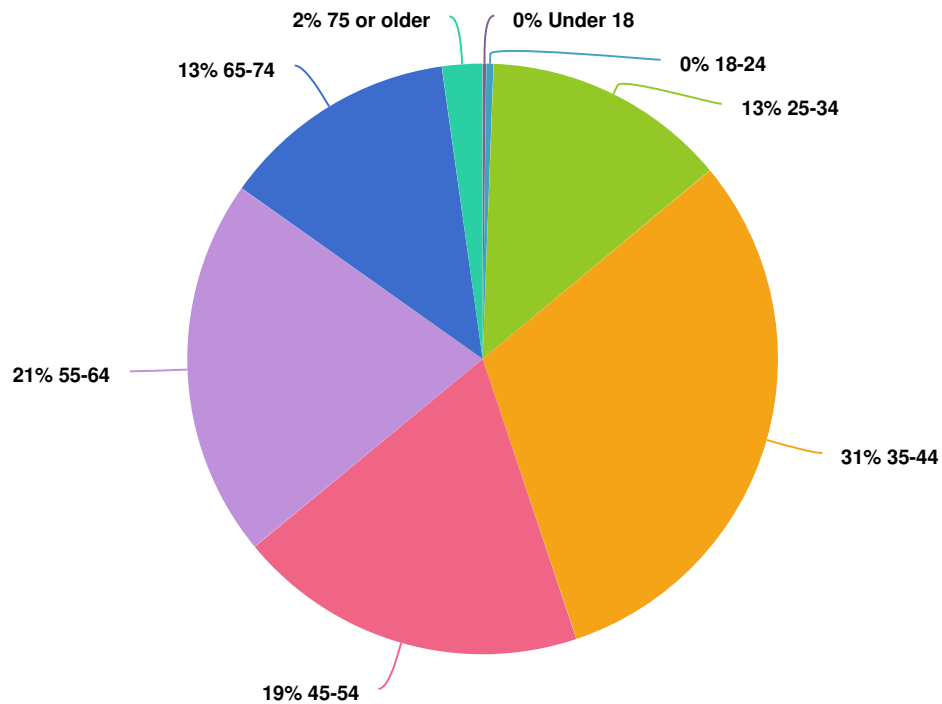


Value		Percent	Responses
Female	<div><div></div><div></div></div>	45.0%	224
Male	<div><div></div><div></div></div>	47.6%	237
Gender nonconforming or nonbinary	<div><div></div><div></div></div>	1.4%	7
Prefer to self-describe	<div><div></div><div></div></div>	0.6%	3
Prefer not to say	<div><div></div><div></div></div>	5.4%	27

Totals: 498

Prefer to self-describe	Count
Enby	1
What difference does it make?	1
Why is this important?	1
Totals	3

### 13. What is your age?



Value		Percent	Responses
Under 18	<div></div>	0.2%	1
18-24	<div></div>	0.4%	2
25-34	<div></div>	13.4%	67
35-44	<div></div>	30.9%	155
45-54	<div></div>	19.2%	96
55-64	<div></div>	20.8%	104
65-74	<div></div>	13.0%	65
75 or older	<div></div>	2.2%	11

Totals: 501